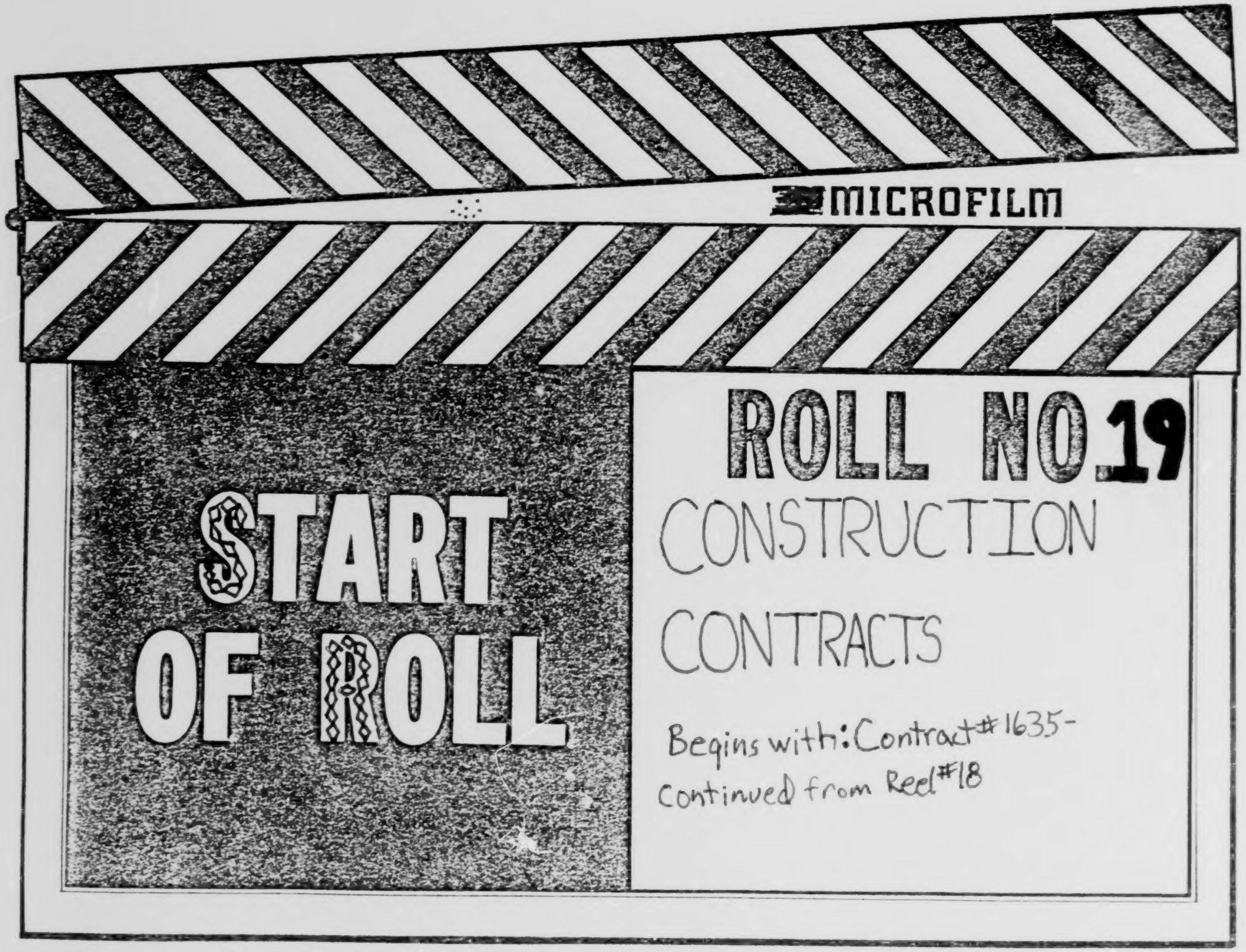

START OF ROLL

ROLL NO. 19

CONSTRUCTION CONTRACTS

Begins with: Contract #1635-
Continued from Reel #18

CONTRACT#1635,
Continued from Reel#18,

RECEIVED
OCT 3 1934
OREGON
STATE HIGHWAY COMMISSION

To the State of Oregon notice is hereby given that the undersigned, E. R. Ogg, has a claim for hauling of lumber from Monroe, Oregon, to Newport, Oregon, which lumber was hauled on the following days, the amounts and rates per thousand were as follows:

Aug. 28 8064 at $3.00 $24.18

against the bond taken from Gilpin Construction Company and General Construction Company as principals, and United States Fidelity and Guaranty Company, Hartford Accident & Indemnity Company, The Aetna Casualty and Surety Company, Fidelity and Deposit Company of Maryland, Maryland Casualty Company, Fireman's Fund Indemnity Company, and New Amsterdam Casualty Company, as sureties, for the work of hauling lumber from Monroe, Oregon, to Newport, Oregon, as above set out, which lumber was used in the construction of the bridge near Newport.

E. R. Ogg

STATE OF OREGON)
ss.
County of Yamhill)

I, E. R. Ogg, being first duly sworn, depose and say that I am the claimant above named, and have read the foregoing claim and know the contents thereof and believe the same to be true and just and that there are no offsets or counter claims to said claim.

E. R. Ogg

Subscribed and sworn to before me this 2nd day of October, 1934.

J. N. Burdett
Notary Public for Oregon
My commission expires:
November 16, 1935

October 3, 1934

U.S.F. & G. Co., Porter Bldg., Portland
Hartford Accident & Indemnity Co., Spalding Bldg., Portland
Aetna Casualty & Surety Co., Yeon Building, Portland
Fidelity & Deposit Co. of Maryland, Failing Bldg., Portland
Maryland Casualty Co., Railway Exchange Bldg., Portland
Fireman's Fund Indemnity Co., Board of Trade Bldg., Portland
New Amsterdam Casualty Co., Board of Trade Bldg., Portland

Gentlemen:

This letter is to inform you that there has been filed in this office by James H. Burdett, Attorney, McMinnville, Oregon, claim of E. R. Ogg against the General Construction Company & Gilpin Construction Company for hauling lumber from Monroe to the Yaquina Bay bridge site at Newport. This claim amounts to $24.18 and represents transportation of lumber used in the construction of said bridge.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - General Construction Co. &
Gilpin Construction Co.
Henry Building
Portland, Oregon

RM B-E-1 14735 1500 4-34

COMMISSIONERS
ESLIE M. SCOTT, CHAIRMAN, PORTLAND
ARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 24, 1934.

Mr. C. C. Hockley
State Engineer, PWA,
Federal Courthouse,
Portland, Oregon.

Dear Mr. Hockley:

Reference is made to your letter of September 18, in which you return the monthly estimate for the Yaquina Bay Bridge, PWA docket 982.

The following is quoted from your communication:

"I am returning the estimate unapproved because I am advised by the Resident Engineer Inspector that the amount for extra work Order No. 1 as shown on the estimate includes the cost of quarters furnished for P.W.A. Resident Engineer Inspector."

In this connection, you refer us to Section 10 (b) of the federal requirements which states that "There shall be provided for the use of the Engineer Inspector such reasonable facilities as he may request."

We have never construed this provision as meaning that the contractor should provide at his own expense office buildings for the Resident Engineer Inspector, and we feel quite sure that no court would place as broad a construction as this upon the provision; particularly in view of the fact that this entire stipulation is under the general heading "Inspection of Records."

Our Legal Department has advised us that we would probably not be within our rights in requiring the contractor to do this work at his own expense, and that if we do so we will undoubtedly be faced with a claim for extra compensation which the State Highway Department will be forced to pay.

Permit me to call your attention to the fact that these offices were built at your suggestion, and after conference with you. As I recall our conversation, you stated that you had no funds available with which to equip your field offices, and therefore would not be able to furnish field quarters unless they were constructed as part of the cost of the job. In our conversation, however, there was no question about the eligibility of this as a legitimate construction cost item.

In view of the foregoing circumstances, therefore, it is respectfully requested that you reconsider your decision and approve Estimate No. 1 for the Yaquina Bay Bridge. We feel very strongly, that Extra Work Order No. 1 in its total amount ($855.02) should be allowed; however, we have no desire to enter into a prolonged controversy over a small item of this kind, and if you do not feel that you can approve the item at this time, it is suggested that you return the estimate approved as to all other items. In other words, you could note your approval with the specific limitation "Approved as to All Items, except Extra Work Order No. 1," or some similar notation. This will keep our records clear until the end of the job at which time we would like to have the privilege of representing our claim for compensation for this item.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

cc Mr.R.H.Baldock
Mr. J. M. Devers
State Inspector

#1635

pwa

August 29, 1934

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Attention: V. O. Fudge.

Gentlemen:

Receipt is acknowledged of your letter of August 28th concerning the Gilpin Construction Company and the General Construction Company, Portland.

Please be advised that the above firms have state highway contract No. 1635 for the construction of a bridge over Yaquina Bay at Newport on the Oregon Coast Highway in Lincoln County. The bond furnished in connection with this contract is in amount of $1,357,587.50 and was written by the following companies:

United States Fidelity & Guaranty Company, G. B.Eckles, Agent, Portland; Hartford Accident & Indemnity Company, L. M. Miller, Agent, Portland; Aetna Vasualty & Surety Company, Bates, Lively & Pearson, Agents, Portland; Fidelity & Deposit Company of Maryland, Clarence D. Porter, Agent, Portland; Maryland Casualty Company, B. O. Lipscomb, Agent, Portland; Fireman's Fund Indemnity Company, A. E. Valentine, Agent, Portland, and New Amsterdam Casualty Company, D. W. Davidson, Agent, Portland.

The completion date of the contract is May 31, 1936.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

August 28, 1934

RECEIVED
AUG 29 1934
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: GILPIN CONSTRUCTION CO. &
GENERAL CONSTRUCTION CO.
Portland, Oregon

We are informed that the Gilpin Construction Company and the General Construction Company have been awarded a contract for the construction of bridge across Yaquina Bay. We are expecting to deliver petroleum products on this operation and will therefore appreciate your supplying us with a complete description of the job, the name of the bonding company, its agent and his address and the approximate date of completion.

For your convenience we enclose herewith a self-addressed, stamped envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

V. O. Trudge

District Credit Supervisor

LH:N
Encl:1

Rwa

August 27, 1934

Hansen & Rowland
Washington Building
Tacoma, Washington

Attention of Mr. L. Davisson

Gentlemen:

Reply is made to your letter of August 24 regarding the bond furnished by the contractors for the construction of the Yaquina Bay bridge at Newport.

This bond has now been filed and investigation reveals that it was written by:

U. S. Fidelity & Guaranty Company
Hartford Accident & Indemnity Co.
Aetna Casualty & Surety Company
Fidelity & Deposit Company
Maryland Casualty Company
Fireman's Fund Indemnity Company
New Amsterdam Casualty Company.

The successful bidders for this bridge, as you know, are General Construction Company and Gilpin Construction Company.

Very truly yours,

Secretary

HBG:AJ

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE, - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

RECEIVED
AUG 27 1934
OREGON
STATE HIGHWAY COMMISSION

Tacoma, Washington
August 24th, 1934.

Oregon State Highway Commission
SALEM, Oregon

Gentlemen:

Kindly be referred to our letter of May 25th requesting to be advised when the final bond has been filed by the successful bidders on the Yaquina Bay Bridge, and your reply of May 28th, advising that definite information could not be given until at least the middle of June.

As far as our records disclose we have not as yet been advised of this, and we would therefore appreciate your furnishing us with this information at your earliest convenience.

Thanking you for this information, we remain

Very truly yours,
HANSEN & ROWLAND, Inc.

LD

By L. Davisson
Surety Bond Department

July 26, 1934

General Construction Company and
The Gilpin Construction Company
503 Henry Building
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission, at a special meeting held yesterday, July 25, 1934, definitely awarded to you the contract for the construction of a bridge over Yaquina Bay on the Oregon Coast Highway in Lincoln County.

You may consider this letter as your authority to proceed with your construction operations. An executed copy of the contract will be forwarded to you in due course.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HDG:jn
cc C. B. McCullough

July 13, 1934

Mr. J. C. Ainsworth,
The United States National Bank
Portland, Oregon

Dear Sir:

Reply is made to your communication of July 11 wherein you request that the General Construction Company of Portland, low bidders on the Yaquina Bay Bridge, be required to buy structural steel fabricated in Oregon.

Please be advised that the regulations of the P. W. A. require placing in our contracts a statement to the effect that the contractor must file at the time of his bidding the bids of all subcontractors which would be binding upon the general contractor. They would not permit us to specify only Oregon subcontractors so that we have no option in the matter.

The State Highway Commission yesterday requested the General Construction Company to consider a change in their plans and to give the work to Oregon contractors but they stated that they were both morally and legally bound to proceed with letting the work to the subcontractor. The State Highway Commission has no means of forcing them to favor Oregon subcontractors nor would it be fair to ask them to break their word and subject themselves to suit by the subcontractor for violation of the contract. The P. W. A. Engineer who was present, while he could not say definitely, intimated that no change could be made in the contract. Our contract states definitely that no change can be made without the approval of the P. W. A. Engineer.

Trusting this explains the situation, I remain

Yours very truly,

RHB:MC

State Highway Engineer

6, 1934.

Copies for Commrs

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State of Oregon

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the state must regard the PWA partnership.

The highway commission has been striving by every means to bring the deal with the PWA to an early conclusion. Many delays have intervened. To have thrown out the bids and re-advertised would have caused loss of more time and perhaps by such negotiations a direct extra cost.

(COPIES MADE)

July 16, 1934.

Mr. George L. Baker, Manager,
Oregon Manufacturers Association,
Oregon Building,
Portland, Oregon.

Dear Sir:

Your letter of July 11, relating to the Newport bridge, was duly received and brought about the conference in Benson Hotel which you attended on July 12. At that conference you perhaps received more information than can be conveyed by letter.

The project and the bridge at Newport are both subject to PWA rules, which require award to the lowest bidder without revision of sub-bids.

Mr. MacEachern's company is bound to his sub-bidder, Virginia Bridge & Iron, and the State of Oregon and the PWA are bound to both.

The award was made by both the highway commission and the PWA subject to obtainment of PWA funds. In order to close the PWA contract at Washington for the funds the State had to represent to the PWA that the contract award was made and that the state is bound and needs PWA funds. To have rejected the bids would have deferred the consummation of the PWA contract at Washington. A higher subsequent bid would have embarrassed the state in PWA negogiations and might have delayed or disjointed the consummation. The higher cost of a higher bid would have thrown an additional burden on the state and hazarded the project.

It is probably clearer to you now than before that the state is not the sole authority in this business; that the state must regard the PWA rules and the PWA partnership.

The highway commission has been striving by every means to bring the deal with the PWA to an early conclusion. Many delays have intervened. To have thrown out the bids and re-advertised would have caused loss of more time and perhaps by such negotiations a direct extra cost.

(COPIES MADE)

The low bidder is obligated to his sub-bidder and cannot be compelled by us to disregard that obligation. The State of Oregon is in no position to demand the change which you request. To do so will expose the State to expensive claims.

The request which you have made is a worthy one and the members of the highway commission wish it were in their hands to bring about its fulfilment. The carrying out of the request is in the hands of Mr. MacEachern, as I think was clearly shown at the conference in the Benson Hotel of July 12.

I am returning for your files the letter of Poole & McGonigle dated July 11, and copies of letters from the California Bureau of Purchases at Sacramento dated February 21, 1934, and April 16, 1934.

Yours truly,

encs.

Portland, Oregon
June 25, 1934

Mr. J. M. Devers, Attorney
Oregon State Highway Commission,
Salem, Oregon.

Subject: Award of Contract -
Yaquina Bay Bridge -
PWA Docket 1810

My dear Mr. Devers:

I return herewith duplicate of your letter of June 9th, in relation to award of contract for construction of Yaquina Bay Bridge to General Construction Company, Seattle, Washington, and the Gilpin Construction Company, Portland, Oregon.

I have endorsed on this letter my approval of the award.

Yours very truly,

C. C. Hockley

C. C. Hockley
State Engineer for Oregon
Public Works Administration.

JFM:k

Enclosure.

ccs/ Mr. Leslie M. Scott ✓
Mr. R. H. Baldock
Mr. C. B. McCullough

PWA - Yaquina

June 15, 1934

Hon. Willard L. Marks
First National Bank Building
Albany, Oregon

Dear Sir:

Responding to your communication of May 29 in which you request the name of the successful contractor on the Yaquina Bay Bridge, please be advised that the contract was awarded to the General Construction Company and The Gilpin Construction Company. The award was conditioned upon the approval of the PWA Engineer and upon the completion of the financial arrangements between the Commission and the U. S. Government for the securing of the grant and loan requested for the building of this bridge.

The PWA Engineer has approved the contract but we have not as yet completed the financial arrangements for securing the loan and grant and therefore the contract has not been given the contractor. Mr. Devers, Attorney for the Commission, expects to leave for Washington on Saturday in an endeavor to complete the financial arrangements making it possible for the Highway Commission to secure the money and carry on the construction of the bridge.

The address of the contractor is 503 Henry Building, Portland.

Yours very truly,

RHB:MC

State Highway Engineer

McMAHAN

WILLARD L. MARKS
ARTHUR K. McMAHAN

CLARK S. KENDALL

LAW OFFICES
FIRST NATIONAL BANK BUILDING

ALBANY, OREGON

May 29, 1934.

Hon. R. H. Baldock,
State Highway Engineer,
State Office Bldg.,
Salem, Oregon.

Dear Mr. Baldock:

We would like to ascertain if the contract has been let for the construction of the bridge across Yaquina Bay and if so the name and address of the contractor.

Thanking you in advance for the information and with best wishes from the writer, we are,

Very respectfully yours,

MARKS & McMAHAN

By Willard L. Marks

WLM:FL

FORM 9-K-1 13038 1M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

June [illegible], 1934

NOTED

Mr. C. C. Hockley,
State Engineer for Oregon,
Public Works Administration,
New Federal Building,
Portland, Oregon.

Dear Mr. Hockley:

I am enclosing herewith a certified copy of the minutes of the Commission showing the action and record of the Commission with respect to the bids received and the award made for the construction of the bridge over Yaquina Bay. This resolution is to take the place of the one which I mailed you under date of May 24th and is a corrected form.

This letter is sent to you in duplicate and you may use the copy for your acknowledgment if such meets with your approval.

Yours very truly,

J. M. DEVERS

[illegible]
Enclosure

cc Mr. R. H. Baldock ✓
Mr. C. B. McCullough
Mr. Leslie M. Scott

Endorsement:

Receipt is acknowledged of the above communication and the certified copies of the record and action of the Commission, and I hereby approve the award of the contract to the low bidders; namely, General Construction Co., Seattle, Washington, and The Gilpin Construction Co., Portland, Oregon, for the construction of the Yaquina Bay Bridge.

C. C. Hockley, State Engineer
for Oregon

Portland, Oregon, May 17, 1934.

The State Highway Commission met in regular session at 9:00 o'clock A. M. in the Auditorium of the Public Service Building. Present were:

E. B. Aldrich, Acting Chairman,
Carl G. Washburne, Commissioner,
R. H. Baldock, State Highway Engineer,
J. M. Devers, Attorney,
H. B. Glaisyer, Secretary.

* * * * * * * *

The Commission had under consideration, among other things, the matter of the call for, and consideration of, bids for the construction of the bridge over Yaquina Bay in Lincoln County, and after E. B. Aldrich, acting as Chairman in the absence of Mr. Leslie M. Scott, announced the purpose of the meeting, the Secretary of the Commission in the presence of the persons named above, and in the presence of J. F. Meager and W. E. Reed, representatives of the Public Works Administration, opened and publicly read the bids hereinafter enumerated, and after due consideration of all of said bids and of all matters connected therewith Commissioner Washburne offered and moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and being by the Acting Chairman submitted to vote received the vote of both Commissioners and said motion was by the Acting Chairman declared unanimously carried and said resolution thereby unanimously adopted, to wit:

WHEREAS, pursuant to a call for bids, notice of which was duly and regularly given by publication thereof in the following publications:

Pacific Builder & Engineer, Seattle, Washington
Engineering News Record, New York, New York
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon
Daily Journal of Commerce, New Orleans, Louisiana
Daily Pacific Builder, San Francisco, California
Southwest Builder & Contractor, Los Angeles, California
Western Construction News, Los Angeles, California

for the construction of a bridge across Yaquina Bay in Lincoln County, there were received by the Commission and publicly opened and read on the 17th day of May, 1934, in the Auditorium of the Public Service Building, Portland, Oregon, the following bids:

Units "A", "B", and "C"

General Construction Co., & The Gilpin Construction Company, Seattle, Washington	$1,357,587.50
Teufel & Carlson, Seattle, Washington	1,447,076.00

Combination Units "A" and "C"

Teufel & Carlson, Seattle, Washington	980,043.00

Unit "B" - Superstructure, Piers 1 to 4

Moore Dry Dock Co., Oakland, California	[illegible],2[illegible]5.00
McClintic-Marshall Co., San Francisco, California	457,107.30
Poole & McGonigle, Portland, Oregon	464,71[illegible].00
Columbia Steel Co., Portland, Oregon	51[illegible],421.00

and

WHEREAS, all of said bids were duly considered by the Commission and its engineers, and after being fully advised with respect to all matters it was and is the judgment of the Highway Commission that the joint bid of the General Construction Co. and The Gilpin Construction Company in the sum of $1,357,587.50 for the construction of said bridge in its entirety was and is the lowest and best bid of all bids received and that said bid should in the interests of the State be accepted and the contract for the construction of the said bridge awarded to said bidders;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, a majority of said members being present and affirmatively voting, as follows:

1. That the joint bid of the General Construction Company and The Gilpin Construction Company in the sum of $1,357,587.50 for the construction of the bridge over Yaquina Bay in Lincoln County be and the said bid hereby is accepted, subject to the conditions and limitations hereinafter set out.

2. That the acceptance of said bid and the award of contract to said bidders is subject to the approval of the P. W. A. and subject likewise to the consummation of the loan agreement between the State Highway Commission and the Federal Government for a loan and grant with which to construct said bridge. It is specifically conditioned that should the State fail to procure said loan and grant then said bid shall be deemed rejected and said award of contract annulled and rescinded.

3. That R. H. Baldock, State Highway Engineer, C. B. McCullough, Bridge Engineer, and J. M. Devers, Attorney for the Commission, be and they hereby are instructed, authorized, and directed to prepare a formal agreement covering the construction of said bridge, which agreement shall be prepared in harmony with the specifications, plans and design prepared by the Engineer and referred to in said call for bids, if and when said loan agreement has been fully executed and the funds provided for therein have been made available to the State.

4. Said written agreement when prepared shall be submitted to the said bidders and the Highway Commission for proper execution.

5. That the Secretary of the Commission be and he hereby is instructed to return to the other bidders their respective certified checks.

6. That this resolution be entered in the minutes of the Commission and a duly certified copy delivered to Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, New Federal Building, Portland, Oregon.

This is to certify that I, H. B. Glaisyer, am the duly appointed, qualified and acting Secretary of the State Highway Commission of Oregon, and that as such Secretary I have in my custody all of the records, papers and documents, minute entries, and other records and papers of said Commission; that the foregoing and attached resolution is a true and correct extract from the minutes and records of the Commission with respect to the opening, consideration, and disposition of bids received for the construction of the bridge over Yaquina Bay in Lincoln County; that I have compared the foregoing copy of resolution with the original as entered in the official minutes and records of the Highway Commission, and that said copy is a true and correct copy of the original minute entry and record as made by the Commission and of the whole thereof; that the seal impressed hereon is the official seal of the State Highway Commission of Oregon, and that I, as Secretary of said Commission, have authority to impress said seal on this certificate.

Dated this 19th day of June, A. D., 1934.

Secretary of the Oregon State
Highway Commission.

June 9, 1934

General Construction Company and
The Gilpin Construction Company
503 Henry Building
Portland, Oregon

Gentlemen:

This is to advise you that notwithstanding the fact that you were by the State Highway Commission on the 17th day of May, 1934, awarded the contract for the construction of the Newport bridge over Yaquina Bay on the Oregon Coast Highway, such award was in accordance with the announcement made at the Commission meeting, as follows: "The contract will be awarded to the low bidder for the total structure, the General Construction Company and The Gilpin Construction Company, $1,357,587.80, the award being subject to approval of the State Engineer of the PWA and subject to completion of financial arrangements between the State of Oregon and the PWA. The low bidder is advised that all expense incurred before the approval of the PWA and receipt of contract will be at their own risk."

Negotiations are now under way, as a result of which we hope to complete our financial arrangements and be in a position to send you the contract. Until the financial arrangements are completed and the contract has been approved by the Federal Government and executed by all the parties concerned and a signed copy is in your hands, you are formally notified that anything you may do or any expense or obligation that you may incur will be entirely on your own responsibility and without any liability whatsoever on the part of the State of Oregon, or its Highway Commission, officers or employes.

Failure to consummate the loan agreement with the United States Government will result in the rescinding of the award. Until you have the signed contract, permission will not be given to enter upon our property and to start any operations toward the construction of this bridge.

The Commission is quite anxious to accomplish at the earliest possible date the completion and consummation of the proposed contract and will, therefore, put forth every effort to that end. As soon as these matters have been adjusted, you will be advised.

Very respectfully yours,

State Highway Engineer

cc Commissioners
Mr. Devers
Mr. McCullough

RHB:HT

ORM 8-E-1 14733 1500 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 28, 1934.

General Construction Co., and
The Gilpin Construction Co.,
Henry Building,
Portland, Oregon.

Gentlemen:

I am in receipt of a communication over the signature of the Portland Chapter of the Associated General Contractors of America by C. A. Schram, President, which has to do with certain subcontracting in connection with the erection of steel for the Coos Bay and Yaquina Bay Bridges.

This Department has no desire to interfere with the contractor's prosecution of the work nor to make any recommendations discriminating in favor of or against any particular firm or individual. Our only desire is to see that if the work of erecting a steel structure as large as this is sub-let, the subcontractor must be able to furnish conclusive evidence to the effect that he has done work of similar character and magnitude elsewhere. We are therefore passing this communication along to you without comment.

If and when you decide to subcontract this or any other portion of the work for which you have been awarded the contract, we will make a very careful investigation of the sub-contractor's record. I might say in this connection that we will probably be more critical in our scrutiny of the contractor's past record and accomplishments in the case of the Coast Bridges, particularly the Coos Bay and Yaquina Bay bridges than in the ordinary case for the reason that these two structures are of unusual magnitude and importance.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc Seattle office

cc Mr. Baldock

Rwa

THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA, INC.
Portland Chapter

264 Multnomah Hotel
Portland, Oregon.

May 26, 1934.

Mr. C. B. McCullough
Assistant State Highway Engineer
Salem, Oregon

Dear Mr. McCullough:

We understand that J. H. Pomeroy Company, Inc., is being considered by the Virginia Bridge and Iron Company of Roanoke, Virginia for the award of the sub-contract covering the erection of steel on both the Coos Bay and Yaquina Bay bridges on the Oregon Coast Highway.

This concern is a local firm, an associate member of this organization and, as you know, by reason of a past record of numerous steel construction projects successfully completed, has established an enviable reputation of long standing for ability and efficiency in the erection field. To tell you of the work performed by this firm is undoubtedly like "Bringing coals to Newcastle," but for the purpose of the record we might mention a few of the many projects successfully completed, including

Steel erection on the Burnside Bridge;
" " " " Ross Island Bridge;
" " " " St. Johns Bridge;
Reconstruction of the Broadway Bridge (for Multnomah Co.);
Steel erection on the Vantage Ferry Bridge for the State of Washington
Steel erection on the Longview Bridge for the Bethlehem Steel Co., with 1200' clear span, and we believe correctly considered at the time the longest cantilever type structure in the United States;
Steel erection on the Crooked River Bridge for your own Department, undoubtedly the highest cantilever structure in the world;
Construction of hangar for the dirigible Macon for the Navy Department at Sunnyvale, California, a most difficult piece of steel erection with many unprecedented problems.

We are naturally interested in the success of our local members of the industry and with that end in view respectfully urge that you use your influence to convince the Virginia Bridge and Iron Company that, not only through the psychological and economical effect created thereby, but also because of the ability of this firm to carry on the work to a satisfactory conclusion, their best interests would be served by awarding the sub-contract for erection on these projects to J. H. Pomeroy Company, Inc., and we assure you that your efforts in that behalf will be appreciated.

#2

Thanking you in advance, we are

Yours very truly,

PORTLAND CHAPTER OF
ASSOCIATED GENERAL CONTRACTORS OF AMERICA, Inc.,

C. A. Schram

President

CAS:D

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

SION

Same letter sent to following

Virginia Bridge & Iron Co.,
General & Gilpin Construction Co.

Gentlemen:

We should like to be advised at the earliest possible date as to the amount and character of insurance coverage which you contemplate carrying on your Coos Bay contract (Units "A", "C" and "D"). We should also like a statement as to the approximate amount of premium which this insurance will cost you.

It is essential that we secure this information from all of the contractors on the Coast Bridges at the earliest possible date in order that we may complete the information which it is necessary for us to furnish the government. If possible, we would like to have a copy of the policy or an extract from the language of the policy so that we can determine what risks are covered, reference being made to those particular hazards mentioned in our loan contract, to-wit: "loss or damage by fire, lightning, floods, rising waters, ice, explosion, strike, riots and civil commotions, malicious damage, tornadoes, cyclones, wind storms, earthquake, collision, including collision from bridge traffic and waterborne traffic, and collapse.

We would also like to know whether you are carrying full coverage from the start of the project or are carrying coverage on just that portion completed, on what is known as a "monthly reporting system."

We would appreciate as complete and detailed information regarding this matter as it is possible to obtain.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP
cc Mr. Baldock

ERS
SCOTT, CHAIRMAN, PORTLAND
S. WASHBURNE, EUGENE
ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 25, 1934.

Northwest Roads Co.,
Box 5082
Portland, Oregon.

Gentlemen:

We should like to be advised at the earliest possible date as to the amount and character of insurance coverage which you contemplate carrying on your Coos Bay contract (Units "A", "U" and "D"). We should also like a statement as to the approximate amount of premium which this insurance will cost you.

It is essential that we secure this information from all of the contractors on the Coast Bridges at the earliest possible date in order that we may complete the information which it is necessary for us to furnish the government. If possible, we would like to have a copy of the policy or an extract from the language of the policy so that we can determine what risks are covered, reference being made to those particular hazards mentioned in our loan contract, to-wit: "loss or damage by fire, lightning, floods, rising waters, ice, explosion, strike, riots and civil commotions, malicious damage, tornadoes, cyclones, wind storms, earthquake, collision, including collision from bridge traffic and waterborne traffic, and collapse.

We would also like to know whether you are carrying full coverage from the start of the project or are carrying coverage on just that portion completed, on what is known as a "monthly reporting system."

We would appreciate as complete and detailed information regarding this matter as it is possible to obtain.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc Mr. Baldock

TT, CHAIRMAN, PORTLAND
WASHBURNE, EUGENE
B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 25, 1934.

Lindstrom & Feigenson
Waldport, Oregon.

Gentlemen:

We understand that your company is carrying full coverage insurance on the bridge contract at Alsea Bay. We would be very pleased to receive advice from you as to the amount of coverage, the extent and character of the risks against which the coverage is carried, reference being made particularly to those hazards listed in our loan contract to the government, to-wit: "loss or damage by fire, lightning, floods, rising waters, ice, explosion, strike, riots and civil commotions, malicious damage, tornadoes, cyclones, wind-storms, earthquake, collision, including collision from bridge traffic and waterborne traffic, and collapse."

We would also like to be advised as to the amount of premium paid and also as to whether you are carrying full coverage from the commencement of the construction, or carrying coverage on only that portion of the work completed, on what is known as a "monthly reporting system."

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc Mr. R. H. Baldock

FORM S-K-1 19082 1M 1-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

May [illegible]4, 1934

Mr. C. C. Hockley,
State Engineer for Oregon,
Public Works Administration,
New Federal Building,
Portland, Oregon.

Dear Mr. Hockley:

I am inclosing herewith a certified copy of the minutes of the Commission showing the action and record of the Commission with respect to the bids received and the award made for the construction of the bridge over Yaquina Bay.

This letter is sent to you in duplicate and you may use the copy for your acknowledgment if such meets with your approval.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.

NOTED
State Highway Engineer

cc Mr. R. H. Baldock
Mr. C. B. McCullough

Endorsement:

Receipt is acknowledge of the above communication and the certified copies of the record and action of the Commission, and I hereby approve the award of the contract to the low bidders; namely, General Construction Co. Seattle, Washington, and The Gilpin Construction Co., Portland, Oregon, for the construction of the Yaquina Bay Bridge.

C. C. Hockley, State Engineer
for Oregon

Portland, Oregon, May 17, 1934.

The State Highway Commission met in regular session at 9:00 o'clock A. M. in the Auditorium of the Public Service Building. Present were:

E. B. Aldrich, Acting Chairman,
Carl G. Washburne, Commissioner,
R. H. Baldock, State Highway Engineer,
J. M. Devers, Attorney,
H. B. Glaisyer, Secretary.

* * * * * * *

The Commission had under consideration, among other things, the matter of the call for, and consideration of, bids for the construction of the bridge over Yaquina Bay in Lincoln County, and after E. B. Aldrich, acting as Chairman in the absence of Mr. Leslie M. Scott, announced the purpose of the meeting, the Secretary of the Commission in the presence of the persons named above, and in the presence of J. F. Meager and M. E. Reed, representatives of the Public Works Administration, opened and publicly read the bids hereinafter enumerated, and after due consideration of all of said bids and of all matters connected therewith Commissioner Washburne offered and moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and being by the Acting Chairman submitted to vote received the vote of both Commissioners and said motion was by the Acting Chairman declared unanimously carried and said resolution thereby unanimously adopted, to wit:

WHEREAS, pursuant to a call for bids, notice of which was duly and regularly given by publication thereof in the following publications:

Pacific Builder & Engineer, Seattle, Washington
Engineering News Record, New York, New York
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon
Daily Journal of Commerce, New Orleans, Louisiana
Daily Pacific Builder, San Francisco, California
Southwest Builder & Contractor, Los Angeles, California
Western Construction News, Los Angeles, California

for the construction of a bridge across Yaquina Bay in Lincoln County, there were received by the Commission and publicly opened and read on the 17th day of May, 1934, in the Auditorium of the Public Service Building, Portland, Oregon, the following bids:

Units "A", "B", and "C"

General Construction Co., & The Gilpin Construction Company, Seattle, Washington	$1,357,587.50
Teufel & Carlson, Seattle, Washington	1,447,075.00

Combination Units "A" and "C"

Teufel & Carlson, Seattle, Washington	980,043.00

Unit "B" - Superstructure, Piers 1 to 4

Moore Dry Dock Co., Oakland, California	454,255.00
McClintic-Marshall Co., San Francisco, California	457,107.50
Poole & McGonigle, Portland, Oregon	464,712.00
Columbia Steel Co., Portland, Oregon	518,421.00

and

WHEREAS, all of said bids were duly considered by the Commission and its engineers, and after being fully advised with respect to all matters it was and is the judgment of the Highway Commission that the joint bid of the General Construction Co. and The Gilpin Construction Company in the sum of $1,357,587.50 for the construction of said bridge in its entirety was and is the lowest and best bid of all bids received and that said bid should in the interests of the State be accepted and the contract for the construction of the said bridge awarded to said bidders;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, a majority of said members being present and affirmatively voting, as follows:

1. That the joint bid of the General Construction Company and The Gilpin Construction Company in the sum of $1,357,587.50 for the construction of the bridge over Yaquina Bay in Lincoln County be and the said bid hereby is accepted, subject to the conditions and limitations hereinafter set out.

2. That the acceptance of said bid and the award of contract to said bidders is subject to the approval of the P. W. A. and subject likewise to the consummation of the loan agreement between the State Highway Commission and the Federal Government for a loan and grant with which to construct said bridge. It is specifically conditioned that should the State fail to procure said loan and grant then said bid shall be deemed rejected and said award of contract annulled and rescinded.

3. That R. H. Baldock, State Highway Engineer, C. B. McCullough, Bridge Engineer, and J. M. Devers, Attorney for the Commission, be and they hereby are instructed, authorized, and directed to prepare a formal agreement covering the construction of said bridge, which agreement shall be prepared in harmony with the specifications, plans and design prepared by the Engineer and referred to in said call for bids, if and when said loan agreement has been fully executed and the funds provided for therein have been made available to the State.

4. Said written agreement when prepared shall be submitted to the said bidders and the Highway Commission for proper execution.

5. That the Secretary of the Commission be and he hereby is instructed to return to the other bidders their respective certified checks.

6. That this resolution be entered in the minutes of the Commission and a duly certified copy delivered to Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, New Federal Building, Portland, Oregon.

This is to certify that I, H. B. Glaisyer, am the duly appointed, qualified and acting Secretary of the State Highway Commission of Oregon, and that as such Secretary I have in my custody all of the records, papers and documents, minute entries, and other records and papers of said Commission; that the foregoing and attached resolution is a true and correct extract from the minutes and records of the Commission with respect to the opening, consideration, and disposition of bids received for the construction of the bridge over Yaquina Bay in Lincoln County; that I have compared the foregoing copy of resolution with the original as entered in the official minutes and records of the Highway Commission, and that said copy is a true and correct copy of the original minute entry and record as made by the Commission and of the whole thereof; that the seal impressed hereon is the official seal of the State Highway Commission of Oregon, and that I, as Secretary of said Commission, have authority to impress said seal on this certificate.

Dated this 9th day of June, A. D., 1934.

Secretary of the Oregon State
Highway Commission.

FORM 8-K-1 13082 1M 1-34

Commissioners
LESLIE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer

J. M. DEVERS
Attorney

OREGON STATE HIGHWAY COMMISSION
SALEM

April 19, 1934

Mr. Guy V. Lintner,
State Reemployment Director,
521 Spalding Building,
Portland, Oregon.

Dear Sir:

I am inclosing herewith a copy of the advertisement or call for bids for the construction of the bridge over Yaquina Bay.

Bids for the construction of this bridge will be received by the Highway Commission in Portland, Oregon, on the 17th of May, and it is contemplated that if a satisfactory bid is obtained at that time that work will be commenced within thirty days thereafter and the project completed within two years.

It is also estimated that there will be employed directly on the construction of the bridges about 240 men, of whom approximately 80 will be skilled workmen, approximately 60 semi-skilled, and approximately 100 unskilled.

This information is furnished at the request of Mr. C. C. Hockley.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.

cc Mr. C. C. Hockley
Mr. R. H. Baldock
Mr. C. B. McCullough

April 18, 1934

Newport Chamber of Commerce
Newport, Oregon

Attention: Mr. J. J. Tobin

Gentlemen:

The State Highway Commission had under consideration at its last meeting your request that provision be made in the contract for the construction of the bridge across Yaquina Bay at Newport requiring that contractors shall make use of the housing and restaurant facilities in your city instead of establishing their own cmaps and commissaries.

The Commission regrets that it cannot comply with your request due to the fact that in the opinion of its Attorney the Commission is without legal authority to require contractors to use these facilities. I was instructed by the Commission to convey this information to you.

Very truly yours

Secretary

HBG:jn

FORM 2-L-1 11160 1M 9-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF LESLIE M. SCOTT, CHAIRMAN
1025-29 YEON BUILDING
PORTLAND, OREGON

April 2, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Mr. Baldock:

At Newport last Tuesday Mr. Tobin, hotel man representing the Chamber of Commerce and other civic organizations, asked that we specify in our bridge contracts that contractors shall use for their employees the house facilities and restaurant facilities at Newport instead of establishing camps and commissaries.

I am referring this matter to you for your consideration and Mr. McCullough's. I do not know how practicable the plan would be. I suppose that it would result in high costs. It may be said, however, that the living facilities in Newport are ample if they were used. Newport is a summer seaside resort with many vacant houses in recent years.

Yours truly,

Scott

LMS ES

Please send copies of this letter to Commrs.

REFERRED TO
Glaisyer
For Com. meeting

4 copies made 4/3/34

Yaquina Bay Bridge as of June 14, 1935

Yaquina Bay Bridge	Total Length Feet	Contract cost	Contractor	Estimated Completion Date	No.	P.W.A.
	3200	1,357,587.50	Gilpin Const. & General Con.	8-28-36	# 1635	

This bridge, located at the extreme mouth of the bay, has a most spectacular setting. The north approach springs from the high bluff now occupied by the U.S. Coast Guard Station. and climbs to an elevation of over 140 feet above the water line, affording a magnificent view of the government jettice and the great rollers as they break over Newport bar. The central portion of the bridge is a series of steel arch spans, a channel span 600 feet between end pins and two 350 foot flanking spans. The balance of the structure which is 3200 feet in over-all length is reinforced concrete arch and viaduct construction. The central arch attains a crown heigth of 235 feet abpve ;pw water. amd spans the entire navigable channel. These extraordinaru proportions, coupled with the ragged character of the natural setting, will render this site on of the Coast's outstanding beauty spots.

CONTRACT #1637,

NRM 199-D,E Halsey St.-Clinton St. 1934
(E. 82nd St. Sec.) Repaving

1637

NRM 199-D,E Halsey St.-Clinton St. 1934
(E. 82nd St. Sec.) Repaving

1637

199-D

C
O
P
Y

Portland, Oregon
Dec. 6th, 1935

Mr. W. E. Chandler,
Division Engineer,
State Highway Department,
Salem, Oregon.

Dear Sir,-

On the Halsey Street-Clinton Street section of East Eighty Second Ave. some buildings were in the right of way at Glisan Street. These two buildings caused us to omit two short sections of curb and some sidewalk.

These buildings have been moved from the right of way and the property owners together with the City of Portland have placed the balance of the curb and sidewalk. This office set the grades and checked the concrete mix etc for this work.

This should complete this project according to the requirements, of the bureau of Public Roads.

I have notified the Bureau by Phone and asked that they send their inspector to check this work.

Very truly yours,

(Signed) A. B. Dean.

Resident Engineer.

12-7-35
Copy for
H. G. Smith
S. H. Probert /

191 ET

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 5, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon USPW Proj. No. NRM 199-D, Halsey Street-Clinton Street Section, 82nd Ave. in Portland, Multnomah Co., was made by a representative of this office on November 27, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
E. J. Caufield
Highway Engineer

Federal

1770

June 14, 1935

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

Dear Sir:

Responding to your communication of June 12, inclosed herewith is a copy of a letter written on June 12 to Mr. Ormond R. Bean, Commissioner of Public Works, Portland.

Very truly yours,

State Highway Engineer

RHB:HI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST OFFICE BUILDING
PORTLAND, OREGON

June 12, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final voucher recently submitted for Oregon U. S. Public Works project NR. 199-D.

Your letter of January 24, 1935, stated that two buildings had been allowed to encroach temporarily on the right of way because of a proposed widening. It is our understanding that the widening has been indefinitely postponed, and it appears that the buildings should be moved at this time. We will be unable to recommend the final voucher for payment while the encroachments remain. Will you please advise us what steps are being taken to effect the removal of the buildings?

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

June 12, 1935

Mr. Ormond R. Bean
Commissioner of Public Works
City Hall
Portland, Oregon

Dear Sir:

I was instructed by the Oregon State Highway Commission to advise you that the Federal Government is holding up payment to the State of Oregon for the Eighty-second Avenue construction pending the moving of certain buildings from the right of way.

We would very much appreciate your attention to this matter because the State Highway Commission will require the funds to finance the current highway program.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. Henry F. Cabell
Mr. E. B. Aldrich
Mr. Carl G. Washburne

nR# 199 D.E.

April [illegible], 1935

Mr. Harold Blake
400 N. Thompson
Portland, Oregon

Dear Sir:

I hand you herewith an executed copy of the agreement between yourself and the State Highway Commission, disposing of your claim arising out of your contract with the Commission for the construction of the Halsey St.-Clinton St. Section of 82nd Avenue, Portland, contract No. 1637.

This is for your records and files.

Very truly yours,

HBG:OG

Secretary

encl.

cc - [illegible] Probert
H. G. Smith
[illegible] E. Chandler

(Agreement attached to Contract No. 1637)

16424 1500 12-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. H. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

March 5, 1935

Mr. R. H. Baldock,
Office.

Dear Sir:

I am handing you herewith five copies of the agreement covering the adjustment made with Harold Blake in connection with his contract for the construction of 2.13 miles of paving on the Halsey Street-Clinton Street section of 82nd Avenue in Multnomah County, which is contract No. 1637 of the State Highway Commission.

This agreement, you will notice, has been signed by Mr. Blake and is now ready for your approval and the consideration of and execution by the Highway Commission. This agreement was prepared in harmony with the information and facts furnished this office.

Yours very truly,

JMD
J. M. DEVERS

JMD:PW
Inc.

REFERRED TO
Glaisyer
By [illegible]

For Commission [illegible] [illegible] at time.

ORM 8-A-1 16819 15M 9-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

February 6, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Harold Blake,
400 N. Thompson,
Portland, Ore.

State Highway Engineer

Dear Sir:

In regard to the claims on your Halsey St.-Clinton St., Section of the 82nd St. Highway, beg to advise that these have been approved except bill for $1094.90, due to delays on right of way encroachments and pole line interference.

We believe that a reasonable adjustment for these delays would amount to only $416.70, and therefore can not approve your bill for the entire amount. However, Mr. Baldock is desirous of discussing this personally with you and learning your point of view. He has therefore set Monday, February 18th, 2:00 pm as a suitable time for reviewing this claim. Will you kindly advise whether that will be agreeable to you.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

Cost Analysis Final Report Jan 31,1935

82 nd St,Halsey St to Clinton St Section,Paving,Contract 1637,Prefix 26 PL.

Harold Blake,Contractor
A.B.Dean,Resident Engineer

	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Excavation Single Class	6690.98	12732.6	Cu Yd	0.526	0.20	2546.52
Trench Excavation	1162.43	1436.7	" "	0.81	0.75	1077.53
Truck Haul	4066.05	15865.4	Yd Mi	0.256	0.12	1903.85
Removal of Old Pavement	632.00	3510.9	Sq Yd	0.18	0.30	1053.27
" " " Sidewalks	375.30	2085	" "	0.18	0.30	635.50
" " " Curbs	173.95	2485	Lin Ft	0.07	0.10	248.50
" " " Inlets	68.00	34		2.00	2.00	68.00
Raising Manholes	57.50	23		2.50	2.00	46.00
8" Drain Pipe	1423.28	3314.2	Lin Ft	0.43	0.45	1491.39
8" " "under pavement	782.50	1086.8	" "	0.72	0.60	652.08
Concrete Inlets	1066.56	100		10.67	15.00	1500.00
" Manholes	97.90	2		48.95	75.00	150.00
Brick Drainage Sumps	1589.65	290	Lin Ft	5.48	7.00	2030.00
Concrete Curbs	7261.55	19454.3	" "	0.373	0.34	6614.46
" Sidewalks	2241.75	1997.3	Sq Yd	1.12	1.35	2696.36
" Driveway Apron	891.75	503.2	" "	1.77	1.65	830.28
" Pavement (9"-7"thick)	48260.86	30854.3	" "	1.564	1.76	54303.57
" Base (6" thick)	6856.75	5403.7	" "	1.27	1.36	7349.03
¾" Expansion Joints	470.22	3397.5	Lin Ft	0.138	0.15	509.63
½" " "	310.51	2675	" "	0.116	0.10	267.50
¼"X 2" Contraction Joints	517.50	17536	" "	0.03	0.02	350.72
Dowels	2506.55	15178		0.165	0.17	2580.26
Tiebars and Reinforcing Steel	329.36	6754.4	Lbs	0.05	0.05	337.72
Sand Cushion	808.68	1057.5	Cu Yd	0.76	0.80	846.00
Wood Header Blocks	67.00	588.7	Lin Ft	0.11	0.15	88.31

State Highway Engineer

Continued next page

Cost Analysis Final Report Jan 31,1935

82 nd St,Halsey St to Clinton St Section,Paving,Contract 1637,Prefix 26 PL.

	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Class A Asphaltic Concrete	13825.35	2646	Tons	5.225	5.40	14288.40
" E " "	9556.10	1771.5	"	5.225	5.50	9743.25
Surface Finish Coat	844.50	28151.7	Sq Yds	0.03	0.05	1407.59
Lower Course Shoulder	2465.78	1826.5	Cy Yd	1.35	1.30	2374.45
Top " "	2775.90	1461	Cu Yd	1.90	1.60	2337.60
¾" - 0 Screenings	278.30	126.5	" "	2.20	2.10	265.65
P.A.#1 Cement Adjustment	14.09					14.09
P.A.#2 Build Steps	203.99					203.99
F.A.#1 to 6	211.31					211.31
Bill to cover shovel and mixer delay.	416.70					416.70
Special Suconem Cement used on bridge,	25.20					25.20
Total	119025.80					121454.71

Gross Revenue	121454.71
Total Cost	119025.80
Net Profit	2429.91

Net Profit Equals 2% of Cost

E.H.Clymer

Cost Analysis Final Report Jan 31,1935

,Halsey St to Clinton St,Paving,Contract 1637,Prefix 26 PL.

Details of Cost

Labor					
Labor				25763.90	
Supervision (Superintendents and Timekeeper)				2255.38	
State Industrial Accident Insurance				1400.97	
					29420.25
Material					
Cement (Delivered to Mixer)	9573½	Bbls	@ $2.35	22497.73	
Mineral Aggregate(At BatchingBunker)	6817	Cu Yd	@ 0.85	5794.45	
Special Soconem Cement	1	Bbl	@ 25.20	25.20	
Ready Mix Concrete Class A(Delivered	1030½	Cu Yd	@ 6.05	6234.53	
" " " " B "	903½	" "	@ 5.40	4878.90	
Asphaltic Concrete Class A(At Plant)	2646	Tons	@ 4.00	10584.00	
" " " E " "	1771½	"	@ 4.00	7086.00	
" " Chips " "	51	"	@ 4.00	204.00	
8" Drain Tile	4400	L.F.	@ 0.27½	1210.00	
Dowels with Sleeves	2585		@ 0.15	387.25	
" without sleeves	12600		@ 0.105	1323.00	
¾" Expansion Joint	3450	L.F.	@ 0.096	331.20	
½" " "	2700	L.F.	@ 0.0708	191.16	
¼"X 2" Contraction Joint	17650	L.F.	@ 0.0148	261.22	
Expansion Joint for Curbs				65.00	
Tiebars and Reinforcing Steel	6800	Lbs	@ 0.034	231.20	
Brick for Drainage Sumps(2 nd hand)	42	M	@ 8.50	357.00	
Drainage Sump Covers	12		@ 15.00	180.00	
" " Iron Steps	72		@ 0.20	14.40	
Sand for Cushion and Curing	1085½	Cu Yd	@ 0.20	217.10	
Inlet Covers	66		@ 7.50	495.00	
Man Hole Covers	2		@ 15.00	30.00	
Lower Shoulder Gravel 3" - 0	1826½	Cu Yd	@ 0.50	913.25	
Top Shoulder Crushed Gravel 1¼" - 0	1461	Cu Yd	@ 0.65	949.65	
Screenings ¾" - 0	126½	Cu Yd	@ 0.75	94.88	
Lumber for Wooden Header Blocks	2160	B.F.	@ 17.50 per M	37.80	
					64593.92
Equipment Rental,Supplies and Misc					
Equipment Rental				5483.80	
Gas,Oil and Grease				2145.00	
Trucks including Gas,Oil and Grease				8723.25	
Form Lumber and Stakes				1199.50	
Lumber for Crossings,Barricades and Misc				277.65	
Water				521.78	
Parts and Repairs chargeable				960.00	
Small Tools,Signs,Traffic Lights,Supplies and Misc				1465.50	
Portland Office Expense chargeable to this job (6 Mo @ $500.00)				3000.00	
Bond				1235.15	
					25011.63

Cost Grand Total 119025.80

[illegible].Clymer

ost Analysis Final Report Jan 31,1935

Halsey St to Clinton St Section,Paving,Contract 1637,Prefix 26 PL.

Remarks:

This job was bid May17,started July 6 and completed Nov 21,1934.The contractor had two other contracts under construction and did not start on this job for about six weeks after contract was awarded,The Power Co and the City had most of the poles, buildings,and miscellaneous obstacles moved before the job was started.

Traffic control,slow and difficult work at street intersections and private entrances,rainy fall weather and a few power poles not moved in time are some of the factors that slowed progress and increased cost.Also the job was bid low and the profit is therefore small.

Small quantities spread out over a large area increased the cost of excavation. Most of the excavation was done with a 1 yard skimmer shovel;cats,blades and hand labor were also required.

Ready Mix Concrete was used for curbs,sidewalks,inlets,manholes,most of the concrete base and some of the street intersections.The Ready Mix was furnished from the Contractors Plants one located on Curry St and one located in St Johns;average haul was about six miles.

A six sack Koehring Mixer was used to mix most of the concrete used in the pavement and a small part of the concrete base. 29743 Sq Yds of Concrete Pavement, 9"- 7" thick,10 feet wide,was mixed and laid in 171 hours an average of 175 Sq Yds per hour mixer operating time.A 10 foot finishing machine was used.

The Asphaltic Concrete was purchased from Kern and Kibbe for $4.00 per ton and hauled from their plant on Water street an average haul of five miles.The Ord Finishing Machine used was remodeled and extended to 22 feet,the full width of the Asphaltic Concrete Pavement. 4461 tons of Asphaltic Concrete was laid in 60 hours (7 days) an average of 74 tons per hour.

The Sand Cushion,Concrete Aggregate,and Lower Shoulder Gravel were furnished by the Portland Sand and Gravel Co,located about two miles from center of job.The Top Shoulder Crushed Gravel and the Screenings were furnished by the Contractor's Curry Street Plant located about 6 miles from the job.

Copies to:
R.H.Baldock
H.G.Smith
Wm.E.Chandler
F.D.Eason

E.H.Clymer

Cost Analysis Final Report [illegible] 28,1935

82 Nd St,Portland,Halsey St to Clinton St Section,Contract 1637,Prefix 26 PL.

Harold Blake,Contractor
A.B.Dean,Resident Engineer

Showing the cost of Curb construction.Size of Curb 6"-7"X16"

	Cost	Quantity	Unit Cost
Excavate and Fine Grade	458.86	19454 Lin Ft	0.024
Forms	1490.93	"	0.077
Pour.Lay,Cure and Backfill	1366.26	"	0.07
Ready Mix Concrete 617½ Cu Yds @ $5.40 class B delivered on job.	3334.50	"	0.171
Service Truck and misc expense	355.00	"	0.018
Supervision,Bond and Overhead	256.00	"	0.013
Total	7261.55	"	0.373

Total Cost per Lin Ft	$0.373	
Unit Bid per Lin Ft	0.34	
Net Loss per Lin Ft	0.033	or 10%

Remarks:

The concrete waspoured direct from Ready Mix Truck into the forms by meahs of a metal trough, which was an econamical method and reduced cost.

The shovel did not excavate to grade or to curb alignment and considerable hand labor was required for excavating and fine grading which increased cost.

No wooden form was used on the lower part of the back side of curb.The earth bank which acted as a form was irregular and in some places the curb ran up to 12" in thickness when only 7" was required.About 19% more Ready Mix Concrete was used than would have been required if curbs had been built to the dimensions specified.

[illegible].Clymer

nalysis Final Report Jan [illegible],1935

lsey St to Clinton St Section,Contract 1637,Prefix 26 PL.

Harold Blake,Contractor
A.B.Dean,Resident Engineer

Showing the Unit Cost of Building Brick Drainage Sumps,Per Lineal Foot.

	Cost	Quantity Lin Ft	Unit Cost
Excavating,Cribbing and Backfilling	434.30	290	1.50
Laying Brick,Installing Steps and Cover	408.75	"	1.41
Brick (second hand 42000 @ $8.50 per M)	357.00	"	1.23
Iron Steps (72 @ $0.20)	14.40	"	0.05
Iron Covers (12 @ $15.00)	180.00	"	0.62
Cement (24 Bbls @ $2.30)	55.20	"	0.20
Sand (screened out of material excavated)	NC		
Service Truck,Water Truck,Traffic Control, Cribbing Lumber and Misc	90.00	"	0.31
Part of Portland Office Expense,Bond and Overhead Expense.	50.00	"	0.16
Total	1589.65		5.48

Unit Bid $7.00 per Lin Ft
Unit Cost 5.48 " " "
Net Profit 1.52 " " " or 27.7% of cost.

Remarks:

12 brick drainage sumps ranging from 20 feet to 26 feet in depth,4 feet in diameter inside dimension,were constructed on this job.The first four courses of brick at the bottom and the brick in the top ten feet of the sump were laid with mortar.The remainder of the brick were laid without mortar.

Excavation was sand and gravel and was done with hand labor.A hand windlass and bucket were used to hoist the excavated material below the eight foot depth and was also used to lower the brick and mortar.It was necessary to crib only one sump,which was done with some old 3"X 9" ribbons.

The construction of drainage sumps was handled efficently which reduced cost.

E.H.Clymer

#1637
#1639

199D

January 28, 1935

Hartford Accident & Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Attention: Mr. Clark S. Barton.

Gentlemen:

We have your letters of January 25th and 26th consenting to final payment to Harold Blake on his contracts No. 1639 - Union Ave.-Columbia Blvd. Section and No. 1637 - Halsey Street-Clinton Street Section.

Will you kindly advise if this consent is intended to mean the immediate payment of final estimates regardless of the customary ten day notice.

Very truly yours,

Secretary.

Dict. by J. McFarland.

[illegible] 26 AB

[illegible]

JAS. L. D. KEARNEY
VICE PRESIDENT AND GENERAL MANAGER

Hartford Accident and Indemnity Company

PACIFIC DEPARTMENT, 720 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

JOY LICHTENSTEIN
VICE-PRESIDENT
A. C. POSEY
ASSISTANT MANAGER

JEWETT, BARTON, LEAVY & KERN
RESIDENT AGENTS
207 LEWIS BUILDING
PORTLAND, OREGON

January 29,1935.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Replying to your letter of January 28th, referring to final payment to Harold Blake on his Contracts Nos. 1639 and 1637, this consent was intended to mean immediate payment of the final estimates regardless of the customary ten day notice.

Very truly yours,
HARTFORD ACCIDENT AND INDEMNITY COMPANY
By JEWETT, BARTON, LEAVY & KERN
By Chas. S. Barton
Agents.

Form 338—4M—9-33.

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 26,1935, 193

Section Halsey to Clinton St. Portland

Kind of work Paving

Highway E 82nd Ave. Portland

Section prefix 26PL NRM 199D; NRH 199E

Contractor Harold Blake

Contract number 1637

Date of contract May 17,1934, 193

Date of completion Nov 21,1934, 193

Date work started July 6,1934, 193

Estimated date of completion ......, 193

Amount of contract $ 124,736

Per cent of time elapsed ......%

Estimated cost of completed project, exclusive of engineering $ 121,454.71

Per cent of contract completed, based on total contract price ......%

Engineering costs to date, $ 6748.45, 90.6 %

Date project was completed ......, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed cement adjustment, price agreements and orders for extra work and sent them in Thursday by Mr Eason and balance of records will be sent in next Monday. This will be last weekly report of project.

RECEIVED
JAN [illegible] 1935

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	AINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow		
Monday	Rain		
Tuesday	"		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	"		

January 24, 1935

PR. 199-D

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

For your information in regard to the two buildings which are being allowed to temporarily encroach upon the right of way of the Halsey Street-Clinton Street Project on 82nd Avenue, we are enclosing copies of a letter from L. G. Apperson, City Engineer of the City of Portland.

You will note from this letter that the city is planning to acquire an additional width of right of way and that it prefers to wait until the additional width is acquired before requesting the moving of the buildings. We trust that this arrangement is satisfactory to your Bureau and that it will not interfere with the making of payments on the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

COPY

CITY OF PORTLAND

Oregon

Department of Public Works

January 3, 1935

152702
Wid. 82nd Av.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Re: Widening of 82nd Avenue

Dear Sir:

With reference to your communication of December 26th concerning the location of two buildings at N. E. 82nd Avenue and Glisan Street, I desire to advise that said buildings are merely temporary encroachments pending the further widening of 82nd Avenue to 70 feet in width. As stated in our former letter the city has title to a 60-foot right of way throughout the entire length of the street, and permitted the encroachment of these two buildings only because of the fact that a further widening was contemplated of unknown width at that time, and for the further reason that the utility of the street could not be impaired by such occupancy.

This office is now engaged in the preparation of a report on the widening of 82nd Avenue to 70 feet in width from N. E. Sandy Boulevard to the southerly city boundary, and it is anticipated that this report will be in the hands of the Council sometime during February of this year. As soon as the remonstrance period has expired and appeals to the Circuit Court settled, the City will be in a position to effect the removal of these buildings from street area.

Yours very truly,

L. G. Apperson (Sgd)

CITY ENGINEER

RR:S

26

ORMOND R. BEAN
CITY COMMISSIONER

FRANKLIN L. DAVIS
CHIEF OF OPERATIONS

L. G. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS

RECEIVED
JAN - 1935

January 3, 1935

152702
Wid.82nd Av.

Mr. R.H.Baldock,
State Highway Engineer,
Salem, Oregon.

Re: Widening of 82nd Avenue

Dear Sir:

With reference to your communication of December 26th concerning the location of two buildings at N.E. 82nd Avenue and Glisan Street, I desire to advise that said buildings are merely temporary encroachments pending the further widening of 82nd Avenue to 70 feet in width. As stated in our former letter the city has title to a 60-foot right of way throughout the entire length of the street, and permitted the encroachment of these two buildings only because of the fact that a further widening was contemplated of unknown width at that time, and for the further reason that the utility of the street could not be impaired by such occupancy.

This office is now engaged in the preparation of a report on the widening of 82nd Avenue to 70 feet in width from N.E. Sandy Boulevard to the southerly city boundary, and it is anticipated that this report will be in the hands of the Council sometime during February of this year. As soon as the remonstrance period has expired and appeals to the Circuit Court settled, the City will be in a position to effect the removal of these buildings from street area.

Yours very truly,

L. G. Apperson
CITY ENGINEER

RR:S

R. S. Smith

December 26, 1934

Mr. L. G. Apperson
City Attorney
Portland, Oregon

Dear Sir:

With further reference to encroachments on the 60-foot right of way for the Halsey Street-Clinton Street Section of 82nd Avenue, we request that you send us a letter for presentation to the U. S. Bureau of Public Roads setting forth the conditions which make it desirable to allow these encroachments to continue, advising of the city's plan of securing additional right of way width, and giving an approximate date by which the removal of the buildings from the 60-foot right of way may be expected.

With a letter of this kind, we will be able to secure the release of the balance of the federal funds due in connection with this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RMOND R. BEAN
CITY COMMISSIONER

FRANKLIN L. DAVIS
CHIEF OF OPERATIONS

L. G. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS

December 10,1934

151999
82nd Av.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Re: Widening 82nd Avenue
Halsey St. - Clinton St.

Dear Sir:

This will acknowledge receipt of yours of December 3rd concerning the location of two buildings at N.E. 82nd Avenue and N.E. Glisan Street and stating that payment on the final estimate would be withheld until the right of way is fully cleared.

The City, in its first proceeding to widen 82nd Avenue, provided for a 60-foot right of way and now has title to this width. The two buildings you refer to were given the right to temporarily occupy street area until such time as the city might ascertain the final street width and institute proceedings for such widening. Although the proposed bond issue was defeated, plans are now being prepared for this further widening, to be paid by a local assessment district.

It was the understanding on the part of the City that by acquiring title to a 60-foot right of way, the State would then be in a position to go ahead with the street improvement and it was not known at the time this right of way was acquired that the Bureau of Public Roads would object to a temporary encroachment which does not interfere with the use of the street.

Yours very truly,

L. G. Apperson
CITY ENGINEER

BE:S.

Mr. Probert:
Please clear the matter up.
R.H.B.

REFERRED TO
Mr. Probert.
BY STATE HIGHWAY ENGINEER

December 3, 1934.

199B

Mr. L. J. Apperson,
City Engineer,
Portland, Ore.

Dear Sir:

The Bureau of Public Roads is withholding payment of the final estimate on the Halsey Street-Clinton Street until the right of way is fully cleared. I believe that there are still two buildings at the corner of Gleason Street which you have delayed cutting back until you definitely know whether an extra 5 ft. right of way was to be obtained. Since the failure of the bond issue, you may have given up the idea of getting this sidewalk area and can now go ahead and move the buildings back to the property line.

May we have your cooperation in this matter so that the final payment from the Bureau need not be delayed?

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

FORM 2-9-1 16845 500 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

September 18, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Harold Blake,
400 N. Thompson Street,
Portland, Oregon.

Dear Sir:

We have your letter of September 8 in which you have stated that your work has been enhampered and made more costly by reason of right of way delays on the 82nd Street paving job.

We understand that there was some slight delay in the removal of several buildings from the right of way during the early part of your contract work and that there has been some difficulty on the part of the county in securing right of way near the Division Street end of the project; however, Mr. Dean, our engineer, has reported that though your operations may have been inconvenienced to some slight extent, you were at no time closed down on account of right of way delays and your operations have been carried on continuously and with unimpaired output.

He has stated that there has been and will be extra movement of the equipment due to your own arrangement whereby you have not paved the street intersections as you proceeded and the necessity for paving only part of the intersection at Division Street to provide for traffic until such time as the first laid paving strips can be used.

The right of way which Multnomah County is securing near Division Street is legally available for entry any time you are ready to proceed. The power company has been notified that their poles must be moved immediately. If they do not wish to move to the designated location, they must move from the area to be paved, so as not to hinder your construction operations.

I must, therefore, inform you that your claims of delay in your construction operations are not substantiated by our investigation, and we cannot consider any extra compensation on this score.

Yours very truly,

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. A. B. Dean
Mr. Wm. E. Chandler

199-D

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon USPW NRM 199-D & NRH 199-E

September 1, 1934

[illegible]

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered [illegible] project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

Hypr 21985

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRM-199, Section D.

RECEIVED

STATE [illegible] DIVISION

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 25th day of July, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 26th day of August, 1933, a project statement, which was approved by the Secretary on the 8th day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 2nd day of May, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

one hundred twenty-seven thousand, five hundred ninety-two and 90/100

dollars ($127,592.90) as the share of the United States payable under said act on account of Section D of said project, which is ~~does not exceed the authorized Federal percentage share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **D** of said project shall not in any event exceed the sum of **one hundred twenty-seven thousand, five hundred ninety-two and 90/100** dollars ($ **127,592.90**), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ ~~[illegible]~~

~~dollars ($~~ **is** ~~xxxxxx~~ the approved total estimated cost of Section **D** of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer** (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of ~~funds which have been or will be made available~~ therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

STRICKEN OUT

Article VI. Maintenance of the project will be by the City of Portland pursuant to its agreement of with the State Highway Depart-ment.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 22d day of August, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting *Chief, Bureau of Public Roads*

8—5518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 22d day of August, 1924

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By C. E. Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works ~~P~~roject No. NRM-199-D. State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 127,592.90 as the total estimated cost of said project, and the sum of $ 127,592.90 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of said~~ is the total estimated cost.

Done at the city of Washington, this 22d day of August one thousand nine hundred and thirty four

Secretary of Agriculture
~~Secretary of Agriculture~~

Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 1931 8—4829

Hyp. 21986

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRM-199, Section E.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of July, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 26th day of August, 1933, a project statement, which was approved by the Secretary on the 8th day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 2nd day of May, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

nine thousand, six hundred sixteen and 69/100

dollars ($ 9,616.69) as the share of the United States payable under said act on account of Section D of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 163+46.5 at the city limits of Portland and survey station 179+25 near Clinton Street

, length 0.299 of a mile, in Multnomah County, being Section B of Oregon U.S.Public Works project No. NRH-199, consisting of 0.299 of a mile of half-width roadway and no bridges, of more than 20 feet clear span, known locally as the Halsey Street-Clinton Street section^{s} of^{s} 82nd Avenue in Portland between official control points Sandy Boulevard and F.A.Road near Gladstone.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5818

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of nine thousand, six hundred sixteen and 69/100 dollars ($9,616.69), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ ~~dollars ($~~ is ~~~~), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 245, Laws of 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 22d day of August, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By E. J. Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting *Chief, Bureau of Public Roads*

Form PR. 3 Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRH-199-E. State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 9,616.69 as the total estimated cost of said project, and the sum of $ 9,616.69 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal pro rata share of sa~~id total estimated cost.

Done at the city of Washington, this 22d day of August one thousand nine hundred and thirty-four

Secretary of Agriculture

By
Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1931   8—4829

, District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 25, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. for Oregon U.S.Public Works projects Nos. NRM 199-D and NRH 199-E.

The easterly city limit of Portland lies for a short distance along the center line of Eighty-second Avenue, S.E., on which this project is located, and this causes one-half of the proposed project to be within the city and one-half outside the city. In submitting this project we showed 1.830 miles full width and 0.299 mile half width in the NRM project and 0.299 mile half width as in the NRH project. We therefore have two designations covering the same geographical portion of the project, which is contrary to established practice of giving only one letter designation to a given portion of a project.

While the project as submitted is being approved without change in order to avoid delay, it is considered permissible and preferable, in such cases, to describe the project as one section including all of the proposed work on both sides of the corporation line. In the project under discussion, the major portion of the work covered by the two sections, 1.830 miles, is entirely within Portland, while only 0.299 mile is divided by the city boundary. Section 4 of the Rules and Regulations of June 23, 1933, provides that "Not less than 25 percent of such funds shall be applied to projects on extensions of the Federal-aid highway system into and through municipalities." It has been held in similar cases that the U.S.Public Works funds applied may be taken entirely from either the NRH or NRM apportionment, depending on which is the more reasonable or preferable adjustment of the matter. In the case in question, we are advised that since there is no maximum limit on the amount of NRM funds that may be used in the State, and since the proposed work is essentially a municipal improvement, it would have been preferable to have designated the entire project as a NRM project involving only one section or letter designation.

It is suggested that, in the future, projects involving similar conditions be handled as above indicated in order to avoid the use of two section designations on the same geographical portion of the project.

REFERRED TO
Project
by State Highway Engineer

Very truly yours,

W H Lynch

W. H. LYNCH, District Engineer

FORM S A-1 19742 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

415

July 30, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. A. B. Dean,
Resident Engineer,
425 S E 31st St.,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

We note that you have been using #1673 as the contract number for the Halsey St.-Clinton St. Section of 82nd Street. The contract number for this job is 1637. Please watch this a little closer as it has been necessary to change these numbers on your reports, estimates, work orders, etc., on your other jobs as well as this one.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓
Wm. E. Chandler

177D

July 28, 1934

Mr. L. G. Apperson
City Engineer
Portland, Oregon

Dear Sir:

Please refer to letter addressed to you by A. B. Dean, Resident Engineer, in regard to your failure to clear the right of way so that the contractor can proceed with the improvement of Eighty-second Avenue from Halsey Street to Clinton Street.

Unquestionably, your failure will cause the contractor to present a claim for damages and this is to advise that, in case we are forced to pay these damages, we will look to the City of Portland for reimbursement. I would suggest that you look into the matter immediately and arrange to correct the condition and clear the right of way at the earliest possible time.

Very truly yours,

State Highway Engineer

RHB:HI

MISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

COPY

OREGON STATE HIGHWAY COMMISSION

Portland, Oregon,
July 12, 1934.

IN REPLY PLEASE
REFER TO FILE NO.
26 PL

Wm. E. Chandler,
Division Engineer
State Highway Dep't.,
Salem, Oregon.

REFERRED TO
[illegible]
BY DIVISION ENGINEER
DIV. No. 1

Dear Sir:

Enclosed is a copy of a letter I have written to Mr. Apperson, City Engineer of Portland, regarding the right of way on East Eighty Second Street from Halsey to Clinton Streets. Mr. Blake is going to start the shovel on grading tomorrow within the sixty foot right of way. He also stated that he would not expect to grade the extra five foot strip for the same price if and when the city acquired this extra width. As you know, there are several places where buildings now encroach on the present sixty foot right of way and these will have to be skipped which will further complicate matters. These delays by the City of Portland are going to furnish grounds for the contractor to make claims for extras. There is approximately 2500 cubic yards involved in the extra width for the full length of the job.

Very truly yours,
(Sgd) A. B. Dean
Resident Engineer

Chairman, Portland
Washburne, Eugene
Aldrich, Pendleton

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

COPY

OREGON STATE HIGHWAY COMMISSION

Portland, Oregon,
July 12, 1934

In Reply Please
Refer to File No.

26 PL

Mr. L. G. Apperson,
City Engineer
City of Portland,
Oregon.

Dear Sir:

Today Mr. Blake, contractor for the improvement of East Eight Second Street from Halsey Street to Clinton Street stated that he will begin excavation on the project tomorrow morning, beginning near Halsey Street and working toward Stark Street on the West Side of Eighty Second. Also that should the additional right of way be acquired before he completes the project that he could not excavate the extra five feet for the same price. I am calling this to your attention to emphasize the necessity of completing the right of way proceedings at the earliest possible date. Also that at several places where buildings encroach on the present right of way it will be necessary for him to jump those places. South of Stark Street, particularly at Washington Street, it is impossible to move the pole line until the buildings are removed. These encroachments on the sixty foot right of way should be cleared since they will cause the contractor delays and extra cost to him. These costs he will likely ask to be reimbursed for.

Very truly yours,

(Sgd) A. B. Dean

Resident Engineer.

July 17, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In the doweling of transverse joints in concrete pavements, we propose to use 3/4 inch round bars, 18 inches in length, spaced 12 inches c. to c. in expansion joints and 15 inches c. to c. in contraction joints.

We also propose to use treated fiber expansion joint filler of the kind described on sheet 32 of the special provisions for project NRM 199 D and E, making no provision for an alternate type.

If procedure as indicated is in conflict with the rules and regulations of your Bureau, please advise.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 14, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Yesterday we requested you to send to us copies of the maintenance agreement with the city for Oregon U.S. Public Works project No. NRM 199-D, 82nd Avenue in Portland. These have today been received with Mr. Cutler's July 12 letter. Our request can accordingly be disregarded.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Re: Oregon NRM-199-D and NRH-199-E

We are forwarding herewith two copies of proposed project agreement for signature and return to this office. Enclosed also is an approved copy each of the detail estimate and specifications upon which the agreement was based.

We have not yet received copies of the maintenance agreement between the City of Portland and the State Highway Department, which your letter of May 29, 1934, stated would be mailed at a later date. Will you kindly furnish us with these at this time. In the absence of this document, will you also please complete Article VI of the agreement for NRM-199-D enclosed.

Very truly yours,

WH Lynch

W. H. LYNCH
District Engineer

Encls.

cc for Mr. Baldock

June 15, 1934

Mr. H. G. Smith, Construction Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Smith:

We understand from Mr. Baldock's letter of May 24 that he has asked you to furnish us an article on the four-lane concrete paving of U. S./99E between Milwaukie and Portland. As we should like to feature highway construction throughout the West in our July number, would it be possible for you to furnish us with the story by June 26, including illustrations, a black line or india ink vicinity map, and a cross section of the typical roadway. We presume that the article can be run under your signature and would like to have your portrait for use in illustrating it, in addition to the construction pictures, and a picture of the resident engineer and construction superintendent.

For your convenience we are attaching tear sheets from our May issue of an article by A. E. Christensen on the paving of Utah's KSL highway, west of Salt Lake. This is one of our typical paving articles covering many of the points of interest but, of course, is not entirely applicable to the project which you now have under way.

Sincerely yours,

WESTERN CONSTRUCTION NEWS

Editor

AGDarwin:H
Enclosures.

RECEIVED
JUN 18 1934

June 12, 1934

Mr. W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Halsey Street-Clinton Street Section, Projects Nos. NRH 199-D and NRH 199-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department National Recovery Project

HALSEY STREET-CLINTON STREET SECTION
OF 82ND AVENUE IN THE CITY OF PORTLAND

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 5, 1934

NATIONAL RECOVERY MUNICIPAL PROJECT NO. NRM 109-D

FULL WIDTH ROADWAY (STA. 65+50 TO 67+11.76) (STA 68+43.5 TO STA. 163+46.5) WEST ½ OF ROADWAY (STA. 163+46.5 TO 179+25)

Combination Section, Portland Cement Concrete and Asphaltic Concrete (44' Roadway) (Sta. 65+50 to 67+11.76) (Sta. 68+43.5 to 178+22)

17,050	cu. yds.	Excavation, Single Classification	$0.20	$3,410.00
1,510	" "	Trench Excavation	0.75	1,132.50
25,000	yd. mi.	Truck Haul	0.12	3,000.00
1,900	cu. yds.	Removal of Old Pavement	0.30	570.00
2,240	" "	Removal of Sidewalks	0.30	672.00
2,800	lin. ft.	Removal of Curbs	0.10	280.00
28	only	Removal of Inlets	2.00	56.00
23	"	Raising Manholes	2.00	46.00
3,230	lin. ft.	8" Drain Pipe	0.45	1,453.50
1,010	" "	8" Drain Pipe Under Pavement	0.60	606.00
96	only	Concrete Catch Inlets	15.00	1,440.00
1	"	Concrete Manholes	75.00	75.00
270	lin. ft.	Brick Drainage Sumps	7.00	1,890.00
18,540	" "	Concrete Curb	0.34	6,303.60
2,070	sq. yds.	Concrete Sidewalk	1.35	2,794.50
200	" "	Concrete Drive Aprons	1.65	330.00
26,980	sq. yds.	Portland Cement Concrete Pavement	1.76	47,484.80
5,500	" "	Portland Cement Concrete Base	1.36	7,480.00
4,880	lin. ft.	3/4" Expansion Joints	0.15	732.00
940	" "	½" Expansion Joints	0.10	94.00
14,800	" "	Contraction Joints	0.02	296.00
13,650	only	Dowels	0.17	2,320.50
4,400	lbs.	Tie Bars and Reinforcement	0.05	220.00
850	cu. yds.	Sand Cushion	0.80	680.00
910	lin. ft.	Wood Header Blocks	0.15	136.50
2,300	tons	Class "A" Asphaltic Concrete	5.40	12,420.00
1,550	"	Class "B" Asphaltic Concrete	5.50	8,525.00
26,750	sq. yds.	Surface Finish Coat	0.05	1,337.50
1,910	cu. yds.	Lower Course Shoulders	1.30	2,483.00
1,470	" "	Top Course Shoulders	1.60	2,352.00

230	cu. yds.	3/4" - 0" Screenings	$2.10	$ 483.00
370	" "	Filler	0.40	148.00
370	yd. mi.	Hauling Filler	0.15	55.50
		Sub-total		$111,316.90
		10% Engr. & Cont.		11,131.69
		Total		$122,448.59

Portland Cement Concrete Pavement (42' Roadway)
(Sta. 172+58 to 179+25)

650	cu. yds.	Excavation, Single Classification	$0.20	$ 130.00
30	" "	Trench Excavation	0.75	22.50
1,300	yd. mi.	Truck Haul	0.12	156.00
1,200	sq. yds.	Removal of Old Pavement	0.30	360.00
20	" "	Removal of Sidewalk	0.30	6.00
1	only	Raising Manhole	2.00	2.00
50	lin. ft.	8" Drain Pipe	0.45	22.50
30	lin. ft.	8" Drain Pipe Under Pavement	0.60	18.00
3	only	Concrete Catch Inlets	15.00	45.00
560	lin. ft.	Concrete Curb	0.34	190.40
10	sq. yds.	Concrete Sidewalk	1.35	13.50
1,860	" "	Portland Cement Concrete Pavement	1.75	3,255.00
250	lin. ft.	3/4" Expansion Joints	0.15	37.50
70	" "	1" Expansion Joints	0.10	7.00
800	" "	Contraction Joints	0.02	16.00
700	only	Dowels	0.17	119.00
1,100	lbs.	Tie Bars and Reinforcement	0.05	55.00
50	cu. yds.	Sand Cushion	0.80	40.00
40	lin. ft.	Wood Header Blocks	0.15	6.00
5	tons	Class "A" Asphaltic Concrete	5.40	27.00
50	sq. yds.	Surface Finish Coat	0.05	2.50
40	cu. yds.	Lower Course Shoulders	1.30	52.00
30	" "	Top Course Shoulders	1.60	48.00
20	" "	3/4" - 0" Screenings	2.10	42.00
5	" "	Filler	0.40	2.00
5	yd. mi.	Hauling Filler	0.15	0.75
		Sub-total		$4,676.65
		10% Engr. & Cont.		467.66
		Total		$5,144.31

NATIONAL RECOVERY HIGHWAY PROJECT NO. NRH 109-E

EAST ½ OF ROADWAY (STA. 163+46.5 TO 172+58) (STA. 172+58 TO 179+25)

Combination Section, Portland Cement Concrete and
Asphaltic Concrete (42' Roadway) (Sta. 163+46.5 to 172+58)

650	cu. yds.	Excavation, Single Classification	$0.20	$ 130.00

230	cu. yds.	3/4" - 0" Screenings	$2.10	$ 483.00
370	" "	Filler	0.40	148.00
370	yd. mi.	Hauling Filler	0.15	55.50
			Sub-total	$111,316.90
			10% Engr. & Cont.	11,131.69
			Total	$122,448.59

Portland Cement Concrete Pavement (42' Roadway)
(Sta. 172+58 to 179+25)

850	cu. yds.	Excavation, Single Classification	$0.20	$ 170.00
30	" "	Trench Excavation	0.75	22.50
1,300	yd. mi.	Truck Haul	0.12	156.00
1,200	sq. yds.	Removal of Old Pavement	0.30	360.00
20	" "	Removal of Sidewalk	0.30	6.00
1	only	Raising Manhole	2.00	2.00
50	lin. ft.	8" Drain Pipe	0.45	22.50
30	lin. ft.	8" Drain Pipe Under Pavement	0.60	18.00
3	only	Concrete Catch Inlets	15.00	45.00
560	lin. ft.	Concrete Curb	0.34	190.40
10	sq. yds.	Concrete Sidewalk	1.75	17.50
1,860	" "	Portland Cement Concrete Pavement	1.75	3,255.00
250	lin. ft.	3/4" Expansion Joints	0.15	37.50
70	" "	1" Expansion Joints	0.10	7.00
800	" "	Contraction Joints	0.02	16.00
700	only	Dowels	0.17	119.00
1,100	lbs.	Tie Bars and Reinforcement	0.05	55.00
50	cu. yds.	Sand Cushion	0.80	40.00
40	lin. ft.	Wood Header Blocks	0.15	6.00
5	tons	Class "A" Asphaltic Concrete	5.40	27.00
50	sq. yds.	Surface Finish Coat	0.05	2.50
40	cu. yds.	Lower Course Shoulders	1.30	52.00
30	" "	Top Course Shoulders	1.60	48.00
20	" "	3/4" - 0" Screenings	2.10	42.00
5	" "	Filler	0.40	2.00
5	yd. mi.	Hauling Filler	0.15	0.75
			Sub-total	$4,676.65
			10% Engr. & Cont.	467.66
			Total	$5,144.31

NATIONAL RECOVERY HIGHWAY PROJECT NO. NRH 199-E

EAST ½ OF ROADWAY (STA. 163+46.5 TO 172+58) (STA. 172+58 TO 179+25)

Combination Section, Portland Cement Concrete and
Asphaltic Concrete (42' Roadway) (Sta. 163+46.5 to 172+58)

850	cu. yds.	Excavation, Single Classification	$0.20	$ 170.00

30	cu. yds.	Trench Excavation	$0.75	$ 22.50
1,300	yd. mi.	Truck Haul	0.12	156.00
20	sq. yds.	Removal of Sidewalk	0.30	6.00
40	lin. ft.	8" Drain Pipe	0.45	18.00
30	" "	8" " " Under Pavement	0.60	18.00
900	" "	Concrete Curb	0.34	306.00
10	sq. yds.	Concrete Sidewalk	1.35	13.50
1,020	" "	Portland Cement Concrete Pavement	1.76	1,795.20
100	" "	Portland Cement Concrete Base	1.36	136.00
120	lin. ft.	3/4" Expansion Joints	0.15	18.00
20	" "	½" Expansion Joints	0.10	2.00
600	" "	Contraction Joints	0.02	12.00
550	only	Dowels	0.17	93.50
50	cu. yds.	Sand Cushion	0.80	40.00
90	tons	Class "A" Asphaltic Concrete	5.40	486.00
50	tons	Class "B" Asphaltic Concrete	5.50	275.00
1,150	sq. yds.	Surface Finish Coat	0.05	57.50
100	cu. yds.	Lower Course Shoulders	1.30	130.00
70	" "	Top Course Shoulders	1.60	112.00
30	" "	3/4" - 0" Screenings	2.10	63.00
20	" "	Filler	0.40	8.00
20	yd. mi.	Hauling Filler	0.15	3.00
			Sub-total	$3,901.20
			10% Engr. & Cont.	390.12
			Total	$4,291.32

Concrete Pavement (42' Roadway) (Sta. 172+58 to 179+25)

650	cu. yds.	Excavation, Single Classification	$0.20	$ 130.00
30	" "	Trench Excavation	0.75	22.50
1,400	yd. mi.	Truck Haul	0.12	168.00
1,100	sq. yds.	Removal of Old Pavement	0.30	330.00
20	" "	Removal of Sidewalk	0.30	6.00
1	only	Raising Manhole	2.00	2.00
80	lin. ft.	8" Drain Pipe	0.45	36.00
30	" "	8" Drain Pipe Under Pavement	0.60	18.00
1	only	Concrete Catch Inlets	15.00	15.00
30	lin. ft.	Brick Drainage Sumps	7.00	210.00
500	" "	Concrete Curb	0.34	170.00
10	sq. yds.	Concrete Sidewalk	1.35	13.50
1,850	" "	Portland Cement Concrete Pavement	1.76	3,256.00
250	lin. ft.	3/4" Expansion Joints	0.15	37.50
70	" "	½" Expansion Joints	0.10	7.00
800	" "	Contraction Joints	0.02	16.00
700	only	Dowels	0.17	119.00
1,000	lbs.	Tie Bars & Reinforcement	0.05	50.00
50	cu. yds.	Sand Cushion	0.80	40.00

50	lin. ft.	Wood Header Blocks	$0.15	$ 7.50
5	tons	Class "A" Asphaltic Concrete	5.40	27.00
50	sq. yds.	Surface Finish Coat	0.05	2.50
50	cu. yds.	Lower Course Shoulders	1.30	65.00
30	" "	Top Course Shoulders	1.60	48.00
20	" "	3/4" - 0" Screenings	2.10	42.00
5	" "	Filler	0.40	2.00
5	yd. mi.	Hauling Filler	0.15	0.75
			Sub-total	$4,841.25
			10% Engr. & Cont.	484.12
			Total	$5,325.37

Length of Combination Pavement	2.003	miles
" " Portland Cement Pavement	.126	"
Total Length	2.129	"

Note:

Project No. NRM 199-D consists of 1.830 miles of full width combination pavement, 0.173 mile of ½-width combination pavement and 0.126 mile of ½-width Portland Cement Pavement.

Project No. NRH 199-E consists of 0.173 mile of ½-width combination pavement and 0.126 mile of ½-width Portland Cement Pavement.

Cost per mile, combination pavement	$63,275.04
" " " , Portland Cement Pavement	$83,092.69

SUMMARY OF FUNDS REQUESTED

PROJECT NO. NRM 199-D

National Recovery Municipal Funds Requested

42' Combination Pavement	$122,448.59
42' Portland Cement Pavement	5,144.31
	$127,592.90

PROJECT NO. NRH 199-E

National Recovery Highway Funds Requested

42' Combination Pavement	$ 4,291.32
42' Portland Cement Pavement	5,325.37
	$ 9,616.69

State Funds for Construction: Chap. 175, laws 1917; chap. 31, laws 1920; chap. 88, laws 1931

State Funds for Maintenance: City of Portland Resolution of May 16, 1934 and Multnomah County Resolution of May 9, 1934

199-D

June 4, 1934

Mr. Harold Blake
400 North Thompson St.
Portland, Oregon

Dear Sir:

We are sending to you today, by express, fully executed copy of State Highway Contract No. 1657 which was awarded you recently for 2.13 miles of paving on the Halsey Street-Clinton Street Section of 82nd Avenue in the City of Portland.

This copy is sent to you for your records and files.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

199-2

TELEGRAM

May 23, 1934

Mr. Harold Blake
400 No. Thompson St.
Portland, Oregon

Dear Sir:

This letter is to confirm our telegram to you of this date advising you that the State Highway Commission yesterday awarded you the contract for widening the pavement and performing the re-surfacing work on the Halsey Street-Clinton Street Section of 82nd Street, Portland, based on your bid price, $124,756.00 submitted May 17, 1934.

You may consider this letter as your authority to commence construction operations immediately and our request that you do so. Contract forms will be sent to you shortly for execution.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

		EIGN	
		FULL RATE CABLE	
ETTER	X	DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER		WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

COPY

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

SALEM OREGON
May 23 1934

HAROLD BLAKE
400 NORTH THOMPSON STREET
PORTLAND OREGON

THE STATE HIGHWAY COMMISSION YESTERDAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF HALSEY STREET CLINTON STREET SECTION OF EIGHTY SECOND STREET PORTLAND ON BASIS YOUR BID SUBMITTED MAY SEVENTEENTH STOP THIS IS YOUR AUTHORITY TO COMMENCE CONSTRUCTION IMMEDIATELY STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY

DAY LETTER

---

methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. E. Chandler
Mr. A. B. Dean

179 D. E

May 23, 1934

Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

shland [illegible]

[illegible]

For use in connection with the Halsey Street-Clinton Street pavement widening and resurfacing project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, 375 S. E. 1st Avenue, Portland. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. E. Chandler
Mr. A. B. Dean

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 22, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence, as of this date, in the award of contract for Oregon U.S. Public Works project NRM 199-D and NRH 199-E, Halsey Street-Clinton Street section of 82nd Avenue in the city of Portland, to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

May 14, 1934

Board of County Commissioners
Multnomah County
Court House
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of May 9 transmitting a certified copy of your order dated May 9 and certified copies of your resolution in connection therewith having to do with the execution of an agreement between Multnomah County and the State Highway Commission relative to the improvement of the east one-half of Southeast 82nd Avenue between a point south of Mill Street to a point south of Clinton Street, which section is to be improved by the State Highway Commission as a National Recovery Project, No. NRH-199-E.

Wish to thank you for these papers.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

(Correspondence given to Mr Cutler)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST OFFICE BUILDING
PORTLAND, OREGON

May 2, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U. S. Public Works project NRM 199-D and NRH 199-E, the Halsey Street-Clinton Street section of 82nd Avenue, Portland, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Ion

April 30, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Halsey Street-East Clinton Street Section of 82nd Avenue in the City of Portland, Projects No. NRM 199-D and NRH 199-E.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department National Recovery Project

HALSEY STREET-CLINTON STREET SECTION

OF 82nd AVENUE IN THE CITY OF PORTLAND

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, April 30, 1934

NATIONAL RECOVERY MUNICIPAL PROJECT NO. NRM [illegible]-D

FULL WIDTH ROADWAY (STA. 65+50 TO 67+11.75)(STA. 68+42.5 TO STA. 163+46.5)
WEST ½ OF ROADWAY (STA. 163+46.5 TO [illegible])

Combination Section, Portland Cement Concrete and Asphaltic Concrete (42' Roadway) (Sta. 65+50 to 67+11.75) (Sta. 68+42.5 to [illegible])

17,050	cu. yds.	Excavation, Single Classification	$ 0.50	$ 8,525.00
1,510	" "	Trench Excavation	0.75	1,132.50
25,000	yd. mi.	Truck Haul	0.15	3,750.00
1,900	sq. yds.	Removal of Old Pavement	0.30	570.00
2,240	" "	Removal of Sidewalks	0.30	672.00
2,800	lin. ft.	Removal of Curbs	0.05	140.00
33	only	Removal of Inlets	3.00	99.00
23	"	Raising Manholes	5.00	115.00
3,230	lin. ft.	8" Drain Pipe	0.50	1,615.00
1,010	" "	8" Drain Pipe Under Pavement	0.80	808.00
96	only	Concrete Catch Inlets	17.00	1,632.00
1	"	Concrete Manholes	75.00	75.00
270	lin. ft.	Brick Drainage Sumps	10.00	2,700.00
18,540	" "	Concrete Curb	0.40	7,416.00
2,070	sq. yds.	Concrete Sidewalks	1.40	2,898.00
200	" "	Concrete Drive Aprons	1.80	360.00
26,980	" "	Portland Cement Concrete Pavement	1.85	49,913.00
5,500	" "	Portland Cement Concrete Base	1.80	9,900.00
4,880	lin. ft.	½" Expansion Joints	0.20	976.00
940	" "	¼" Expansion Joints	0.15	141.00
14,800	" "	Contraction Joints	0.05	740.00
13,650	only	Dowels	0.20	2,730.00
4,400	lbs.	Tie Bars and Reinforcement	0.06	264.00
850	cu. yds.	Sand Cushion	1.25	1,062.50
910	lin. ft.	Wood Header Blocks	0.10	91.00
2,300	tons	Class "A" Asphaltic Concrete	7.00	16,100.00
1,550	"	Class "B" Asphaltic Concrete	7.00	10,850.00

26,750	sq. yds.	Surface Finish Coat	0.06	1,605.00
1,910	cu. yds.	Lower Course Shoulders	2.00	3,820.00
1,470	" "	Top Course Shoulders	2.00	2,940.00
230	" "	¾" - 0" Screenings	2.00	460.00
370	" "	Filler	0.50	185.00
370	yd. mi.	Hauling Filler	0.20	74.00
			Sub-total	$ 134,359.00
			10% Engr. & Cont.	13,435.90
			Total	$ 147,794.90

Portland Cement Concrete Pavement ([illegible])
(Sta. 17[illegible]+53 to 17[illegible]+[illegible])

650	cu. yds.	Excavation, Single Classification	$ 0.50	$ 325.00
30	" "	Trench Excavation	0.75	22.50
1,300	yd. mi.	Truck Haul	0.15	195.00
1,200	sq. yds.	Removal of Old Pavement	0.30	360.00
20	" "	Removal of Sidewalks	0.30	6.00
1	only	Raising Manholes	5.00	5.00
50	lin. ft.	8" Drain Pipe	0.50	25.00
30	" "	3" Drain Pipe Under Pavement	0.80	24.00
3	only	Concrete Catch Inlets	17.00	51.00
560	lin. ft.	Concrete Curb	0.40	224.00
10	sq. yds.	Concrete Sidewalks	1.40	14.00
1,850	" "	Portland Cement Concrete Pavement	1.85	3,422.50
250	lin. ft.	¾" Expansion Joints	0.20	50.00
70	" "	½" Expansion Joints	0.15	10.50
800	" "	Contraction Joints	0.05	40.00
700	only	Dowels	0.20	140.00
1,100	lbs.	Tie Bars and Reinforcement	0.06	66.00
50	cu. yds.	Sand Cushion	1.25	62.50
40	lin. ft.	Wood Header Blocks	0.10	4.00
5	tons	Class "A" Asphaltic Concrete	7.00	35.00
50	sq. yds.	Surface Finish Coat	0.06	3.00
40	cu. yds.	Lower Course Shoulders	2.00	80.00
30	" "	Top Course Shoulders	2.00	60.00
20	" "	¾" - 0" Screenings	2.00	40.00
5	" "	Filler	0.50	2.50
5	yd. mi.	Hauling Filler	0.20	1.00
			Sub-total	$ 5,268.50
			10% Engr. & Cont.	526.85
			Total	$ 5,795.35

NATIONAL RECOVERY HIGHWAY PROJECT NO. NRH 199-E

EAST [illegible] HIGHWAY, (STA. 163+46.5 TO 172+58) (STA. 172+56 TO 179+25)

Combination Section, Portland Cement Concrete and Asphaltic Concrete ([illegible] Roadway) (Sta. 163+46.5 to 172+58)

650	cu. yds.	Excavation, Single Classification	$ 0.50	$ 325.00
30	" "	Trench Excavation	0.75	22.50
1,300	yd. mi.	Truck Haul	0.15	195.00
20	sq. yds.	Removal of Sidewalks	0.30	6.00
40	lin. ft.	8" Drain Pipe	0.50	20.00
30	" "	8" Drain Pipe Under Pavement	0.60	24.00
900	" "	Concrete Curb	0.40	360.00
10	sq. yds.	Concrete Sidewalks	1.40	14.00
1,020	" "	Portland Cement Concrete Pavement	1.85	1,887.00
100	" "	Portland Cement Concrete Base	1.80	180.00
120	lin. ft.	[illegible]" Expansion Joint	0.20	24.00
20	" "	[illegible]" Expansion Joint	0.15	3.00
600	" "	Contraction Joints	0.05	30.00
550	only	Dowels	0.20	110.00
50	cu. yds.	Sand Cushion	1.25	62.50
90	tons	Class "A" Asphaltic Concrete	7.00	630.00
50	tons	Class "B" Asphaltic Concrete	7.00	350.00
1,150	sq. yds.	Surface Finish Coat	0.06	69.00
100	cu. yds.	Lower Course Shoulders	2.00	200.00
70	" "	Top Course Shoulders	2.00	140.00
30	" "	¾" - 0" Screenings	2.00	60.00
20	" "	Filler	0.50	10.00
20	yd. mi.	Hauling Filler	0.20	4.00
		Sub-total		$ 4,726.00
		10% Engr. & Cont.		472.60
		Total		$ 5,198.60

Concrete Pavement ([illegible] Roadway) (Sta. 172+58 to 179+25)

650	cu. yds.	Excavation, Single Classification	$ 0.50	$ 325.00
30	" "	Trench Excavation	0.75	22.50
1,400	yd. mi.	Truck Haul	0.15	210.00
1,100	sq. yds.	Removal of Old Pavement	0.30	330.00
20	" "	Removal of Sidewalks	0.30	6.00
1	only	Raising Manholes	5.00	5.00
80	lin. ft.	8" Drain Pipe	0.50	40.00
40	" "	8" Drain Pipe Under Pavement	0.60	24.00
1	only	Concrete Catch Inlets	17.00	17.00

30	lin. ft.	Brick Drainage Sumps	$ 10.00	$ 300.00
500	" "	Concrete Curb	0.40	200.00
10	sq. yds.	Concrete Sidewalk	1.40	14.00
1,850	sq. yds.	Portland Cement Concrete Pavement	1.85	3,422.50
250	lin. ft.	¾" Expansion Joints	0.20	50.00
70	" "	½" Expansion Joints	0.15	10.50
800	" "	Contraction Joints	0.05	40.00
700	only	Dowels	0.20	140.00
1,000	lbs.	Tie Bars and Reinforcement	0.06	60.00
50	cu. yds.	Sand Cushion	1.25	62.50
50	lin. ft.	Wood Header Blocks	0.10	5.00
5	tons	Class "A" Asphaltic Concrete	7.00	35.00
50	sq. yds.	Surface Finish Coat	0.06	3.00
50	cu. yds.	Lower Course Shoulders	2.00	100.00
30	" "	Top Course Shoulders	2.00	60.00
20	" "	¾" – 0" Screenings	2.00	40.00
5	" "	Filler	0.50	2.50
5	yd. mi.	Hauling Filler	0.20	1.00
		Sub-total		$ 5,525.50
		10% Engr. & Cont.		552.55
		Total		$ 6,078.05

Length of Combination Pavement	2.003	miles
" " Concrete Pavement	.126	"
Total Length	2.129	"

Note:

Project No. NRM 199-D consists of 1.830 miles of full width combination pavement, 0.173 mile of ½ width combination pavement and 0.126 mile of ½ width concrete pavement.

Project No. NRH 199-E consists of 0.173 mile of ½ width combination pavement and 0.126 mile of ½ width concrete pavement.

Cost per mile, combination pavement	$ 76,382.17
" " " concrete pavement	94,233.33

SUMMARY OF FUNDS REQUESTED

Project No. NRM 199-D

National Recovery Municipal Funds Requested,

40' combination pavement	$ 147,774.90
40' concrete pavement	5,725.35
	153,500.25

Project No. NRH 199-E

National Recovery Highway Funds Requested,

42' combination pavement	$ 5,198.60
42' concrete pavement	6,078.05
	$11,276.65

CONTRACT #1638,

129-1007 Austin Creek-Upper Yach Bridge
1974

1638

FORM 5-8-1 23490 500 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

October 29, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. S. H. Probert.

NOTED

Dear Sir:

This is to advise that all work on the Austin Creek-Upper Yach section of the Little Nestucca Highway, under contract to Tillamook County, has been completed. The withholding of $600.00 from the final estimate should now be released to Tillamook County.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

27-1

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 10, 193[illegible], 193

Section Austin Creek - [illegible]

Kind of work [illegible]

Highway Little Nestucca

Section prefix [illegible]

Contractor Tillamook County Court

Contract number [illegible]

Date of contract May 22, 1934, 193

Date of completion [illegible], 193

Date work started [illegible], 193

Estimated date of completion Nov. 15, 1934, 193

Amount of contract $[illegible]

Per cent of time elapsed [illegible] %

Estimated cost of completed project, exclusive of engineering $[illegible]

Per cent of contract completed, based on total contract price [illegible] %

Engineering costs to date, $704.00, 93 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible]

[illegible]

[illegible]

RECEIVED
NOV 1 5 1934
OFFICE OF
DIVISION ENGINEER
DIVISION [illegible]

RECEIVED
NOV 13 1934

Signed [illegible]

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACIN	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	[illegible]				
Miles partially completed	[illegible]				
Miles completed					
Total estimated quantities	[illegible]				
Estimated quantities moved or placed to date	[illegible]				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	[illegible]		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

CONTRACT # 1639

126-1001 Union Ave.-Columbia Blvd. 1934

1639

May 11, 1936

Harold Blake
400 N. Thompson St.
Portland, Oregon

Dear Sir:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of January 24, 1935 for an extension of time in which to complete your contract for grading and paving on the Union Ave.-Columbia Blvd. Section of Lombard Street, Portland. There follows an excerpt from the minutes of the State Highway Commission meeting held on January 31, 1935 covering this matter.

> "Harold Blake, Contract No. 1639, grading and paving Union Avenue-Columbia Boulevard Section of Lombard Street, Portland, Multnomah County, requested an additional extension of time from November 30, 1934 to January 5, 1935 in which to complete this job, giving as his reason that he was required to do extra work involving the construction of asphaltic concrete approaches and his work was held up by the Union Pacific Railway Company in placing certain railroad crossing warning signals. The Engineer advised that the reasons given by the contractor for this delay are correct. He recommended that the extension requested be granted without penalty, the traveling public having not been inconvenienced by the delay and the State having incurred no extra expense for engineering. The Commission approved the Engineer's recommendation."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

DP
cc S. H. Probert

March 19, 1935 2LAF

Mr. Harold Blake
400 North Thompson St.
Portland, Oregon

Dear Sir:

Your request for an extension of time on Contract No. 1639 was considered at the meeting of the State Highway Commission on January 31, and the following action was taken:

> "Harold Blake, Contract No. 1639, grading and paving Union Avenue-Columbia Boulevard Section of Lombard Street, Portland, Multnomah County, requested an additional extension of time from November 30, 1934 to January 5, 1935 in which to complete this job, giving as his reason that he was required to do extra work involving the construction of asphaltic concrete approaches and his work was held up by the Union Pacific Railway Company in placing certain railroad crossing warning signals. The Engineer advised that the reasons given by the contractor for this delay are correct. He recommended that the extension requested be granted without penalty, the traveling public having not been inconvenienced by the delay and the State having incurred no extra expense for engineering. The Commission approved the Engineer's recommendation."

Very truly yours,

Secretary

AJ

Chandler

Form 338—4M—9-33.

O[illegible]N STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 26,1935, *193*

Section Union Ave to Columbia Blvd

Kind of work Grading & Paving

Highway Lombard St. Portland

Section prefix 26AB

Contractor Harold Blake

Contract number 1639

Date of contract May 29,1934, *193*

Date of completion Sept 30,1934, *193*

Date work started Aug 6,1934, *193*

Estimated date of completion ______, *193*

Amount of contract $28,410.74

Per cent of time elapsed ______%

Estimated cost of completed project, exclusive of engineering $28,410.74

Per cent of contract completed, based on total contract price . . . . ______%

Engineering costs to date, $1559.90, 97%

Date project was completed Dec 4,1934, *193*

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final records have been sent in. This will be last weekly report on project.

JAN [illegible] 1935

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow		
Monday	Rain		
Tuesday	"		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	"		

#1639

HAROLD BLAKE
400 NORTH THOMPSON STREET
PORTLAND, OREGON

AB

October 23 1934

Oregon State Highway Commission,
Salem, Oregon..

Attention: Mr. H. B. Glaisyer, Secretary..

Re: Lombard Street
Contract No.1639

Dear Sir:

In the matter of applying for an extension of time on our Lombard Street Contract No.1639, kindly refer to our letter of August 1st, in which we request extension of time to November 30th 1934.

That letter written in the form of a waiver includes a request for an extension of time, and is countersigned by our bond agents..

Yours very truly,

Harold Blake
Harold Blake................

HB:P

FORM S-A-1 13743 15M 2 34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

3A2

September 29, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. L. J. Apperson,
City Engineer,
Portland, Ore.

Dear Sir:

Your letter regarding the gravel shoulders on Northeast Lombard St., has been investigated. Aside from one or two loads which seemed rather sandy, the remainder of the material is in full conformity with our specifications and meets our ideas as to proper shoulder material. Shoulder material must contain a considerable amount of sand in order to avoid the loose condition so dangerous to traffic. On the other two jobs around Portland we have added several amounts of fine after the job had been completed.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

Lombard St.
paving job.

26AB

July 31, 1934

Mr. Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

The enclosed letter has been prepared for the signature of yourself and your surety on the Lombard Street contract, and is intended to serve as a waiver of any claims for loss, damage, extra expense, etc., that might arise in connection with said contract by reason of our not having permitted you to go ahead with the work.

Please arrange for the execution of this letter as indicated, and hand the same to our Resident Engineer, A. B. Dean.

As soon as you have complied with this request, the work to be done under the contract may be commenced.

An executed copy of the contract will be sent to you within the next few days.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc A. B. Dean

Encl.

Portland, Oregon
August 1, 1934

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

With reference to the contract which was awarded to me on May 28th for the grading and paving of the Union Avenue-Columbia Boulevard Section of Lombard Street in the City of Portland, on which contract I have not been permitted to commence work because of certain legal matters concerned with the acquiring of right to cross the O. W. R. R. & N. tracks at grade, I wish to advise that I am still willing to go through with this contract and that, with the understanding that I may commence work without further delay, and with the further understanding that the time for the completion of the work will be extended from September 30, 1934, to November 30, 1934, without penalty, I agree to waive any and all claims for loss, injury, damages, loss of anticipated profits and/or increased costs and, in general, all claims of every nature whatsoever on account of the delay in the final execution of the contract and in the granting of authorization to proceed with the work, from the date of the original award of the contract (May 28th, 1934) to the date hereof.

Very truly yours,

____

Consent of Surety

We, the Hartford Accident and Indemnity Company, as surety on the bond furnished by Harold Blake, in connection with the contract referred to in the foregoing letter, hereby consent to the waiver agreed to by Mr. Blake in said letter, and agree that said waiver shall operate without prejudice to the validity of the bond.

By______________________________
Its Attorney in Fact

____
Resident Agent

AIRMAN, PORTLAND
HBURNE, EUGENE
DRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

July 28, 1934

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

Reference is made to proposed contract No. 1639 for the grading and paving of the Union Avenue-Columbia Boulevard section of Lombard Street in Multnomah County.

The copy which I have states that bids were received on May 17, 1934, and date of award was May 28, 1934. It is suggested that the date of award be changed to the true date now to be effective and that before execution the following clause be included in the special provisions as an integral part of the contract:

> "Waiver of Damages:
>
> "In consideration of an extension in time for the completion of the work to be done under this contract from the 30th day of September, 1934, to the _____day of ____________, 193__, which extension of the date of completion hereby is made, and in consideration of the final award of this contract by the State of Oregon to the contractor, it is hereby understood and agreed that the contractor waives any and all claims for loss, injury, damages, loss of anticipated profits, or increased costs, and in general all claims of every nature whatsoever on account of the delay in the award of contract and in the final execution of this contract from the date of receiving bids to the date of the execution hereof."

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith

FORM 9-K-1 13032 1M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

July 28, 1934

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

Reference is made to proposed contract No. 1639 for the grading and paving of the Union Avenue-Columbia Boulevard section of Lombard Street in Multnomah County.

The copy which I have states that bids were received on May 17, 1934, and date of award was May 28, 1934. It is suggested that the date of award be changed to the true date now to be effective and that before execution the following clause be included in the special provisions as an integral part of the contract:

"Waiver of Damages:

"In consideration of an extension in time for the completion of the work to be done under this contract from the 30th day of September, 1934, to the ______day of ____________, 193__, which extension of the date of completion hereby is made, and in consideration of the final award of this contract by the State of Oregon to the contractor, it is hereby understood and agreed that the contractor waives any and all claims for loss, injury, damages, loss of anticipated profits, or increased costs, and in general all claims of every nature whatsoever on account of the delay in the award of contract and in the final execution of this contract from the date of receiving bids to the date of the execution hereof."

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AK
cc Mr. R. H. Baldock ✓
Mr. H. G. Smith

FORM S-A-1 11924 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

COPY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 6, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Harold Blake
400 North Thompson Street
Portland, Oregon

Dear Sir:

Recently the Highway Commission awarded you a contract for the grading and paving of Lombard Street between Union Avenue and Columbia Boulevard. This involves a grade crossing of the O.-W. R. & N. at the intersection of Eleventh Avenue. Since the award of the contract by the Commission, it appears that the Public Utilities Commissioner has acquired jurisdiction with respect to the crossing by reason of an application filed with the Commissioner requesting an order authorizing the construction of the grade crossing.

We are advised that the O.-W. R. & N. has filed an answer with the Public Utilities Commissioner and is contesting the making of an order authorizing the construction of a grade crossing and urging that, if any crossing is authorized at that point, it be through a separation of grades.

Funds are not available for the construction of an overhead crossing, and should the Public Utilities Commissioner refuse to authorize a grade crossing but instead should authorize and direct that an overhead crossing be constructed, such action will necessitate cancellation of your contract with the State for the reason that there are not sufficient funds to improve the street and construct an overhead crossing.

Therefore, you are advised to incur no expense and make no preparation for carrying out the work under your said contract until the Public Utilities Commissioner has passed upon the matter now pending before him.

Very truly yours

State Highway Engineer

JMP:HI

[illegible] COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

COPY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 2, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

This is to confirm the understanding reached with you this morning over the telephone relative to postponement of operations under your contract for the grading and paving of the Union Avenue-Columbia Boulevard Section of Lombard Street in the City of Portland, pending the settlement of matters concerning the authority of the Highway Commission to build across the O. W. R. R. & N. railway tracks at grade, as contemplated by the project.

The understanding referred to is that you will postpone the commencement of operations on the project and the making of commitments in connection therewith until such time as you are authorized by the Highway Commission to proceed; also, that the postponing of the work and the making of commitments, for a reasonable length of time, is entirely agreeable and satisfactory to you, and can be done without entailing additional expense.

Very truly yours,
R. H. BALDOCK
State Highway Engineer

By

[illegible]. H. Probert
Office Engineer

HP:ER

cc - H. W. Smith
F. D. [illegible]
[illegible]. [illegible]. Leen

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 24, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
OFFICE

Dear Sir:

With respect to the proposed improvement of N. E. Lombard and N. E. Eleventh Street in Portland, which involves a grade crossing over the tracks of the O. W. R. R. & N. Co., wish to say that if the law requires an application to the Public Utilities Commissioner for an order authorizing such crossing, the application should be made by the City of Portland.

It appears, however, that the City of Portland has contacted the Public Utilities Commissioner, and according to a letter over the signature of City Attorney Grant, which letter was addressed to the State Highway Commission, the Public Utilities Commissioner disclaims any jurisdiction. It appears also from the City Attorney's letter that the Commission is at liberty to proceed with the proposed improvement.

In view of all of these circumstances I see no reason at this time why the Highway Commission should not go forward with its proposed plan.

Yours very truly,

J. M. DEVERS

COPY 6

OFFICE OF CITY ATTORNEY
Portland, Oregon

May 22, 1934

State Highway Commission
Salem, Oregon

Gentlemen:

Re: Application for Grade Crossing,
NE Lombard and NE Eleventh Streets,
Portland, Oregon

Relative to the paving of Northeast Lombard street and the question of a grade crossing over the O-W.R.R. & N. Co. tracks and Northeast Eleventh street, please be advised that we recently filed a petition with the Public Utilities Commissioner, as has been our practice in other similar cases, and thereupon we received a telephone call from the Commissioner's office directing our attention to the provisions of section 62-713, providing that the act should not apply to cities of one hundred thousand population or over.

We believe that it was the legislative intention that the City of Portland should determine such questions through its city council with the aid of its engineering and legal departments, and that it is as capable of determining the propriety of a grade crossing as is the state agency.

For these reasons we advise you that in our opinion the State Highway Department may proceed with the improvement, as the city council has heretofore by resolution extended East Lombard street so that it crosses the railroad tracks in question at Northeast Eleventh street.

Very truly yours,
Frank S. Grant (signed)
City Attorney

26-AB

May 29, 1934

Mr. Harold Blake
400 E. Thompson Street
Portland, Oregon

Dear Sir:

For use in connection with the Union Avenue-Columbia Boulevard Grading and Paving Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, 836 S. W. 1st Avenue, Portland. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc Mr. W. E. Chandler
Mr. A. B. Dean

CONFIRM AWARD OF CONTRACT on May 28, 1934
to Harold Blake, Portland for grading and
paving Union Avenue-Columbia Boulevard
Section of Lombard Street, Portland

26AB

Portland, Oregon

Dear Sir:

The State Highway Commission on May 17 received bids for grading and paving the Union Avenue-Columbia Boulevard Section of Lombard Street in the City of Portland and your bid of $26,764.50 was the low bid received therefor. The award of the contract, however, was held up pending investigation of certain matters.

This letter is to inform you that the Commission has today awarded you this contract based on your bid price submitted. You may consider this letter as your authority to commence construction operations immediately and we will appreciate it if you will do so. Contract forms for execution will be sent to you shortly.

This letter confirms my wire to you of this date.

Yours very truly,

Secretary

HBG:MC
cc - S. H. Probert

May 28, 1934

26AB

Mr. Harold Blake
400 No. Thompson Street
Portland, Oregon

Dear Sir:

The State Highway Commission on May 17 received bids for grading and paving the Union Avenue-Columbia Boulevard Section of Lombard Street in the City of Portland and your bid of $26,764.50 was the low bid received therefor. The award of the contract, however, was held up pending investigation of certain matters.

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This letter confirms my wire to you of this date.

Yours very truly,

Secretary

HBG:MC
cc - S. H. Probert

DAY LETTER	DEFERRED CABLE
NIGHT MESSAGE	NIGHT CABLE LETTER
NIGHT LETTER	WEEK-END CABLE LETTER
SHIP RADIOGRAM	RADIOGRAM

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication.

THE INTERNATIONAL SYSTEM

Commercial Cables — TELEGRAMS CABLEGRAMS RADIOGRAMS — All America Cables

Mackay Radio

CHECK

TIME FILED

STANDARD TIME

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Form 2 Dbl

File

SALEM OREGON
MAY 28 1934

HAROLD BLAKE
400 North THOMPSON STREET
PORTLAND OREGON

THE STATE HIGHWAY COMMISSION HAS TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF UNION AVENUE COLUMBIA BOULEVARD SECTION OF LOMBARD STREET IN PORTLAND BASED ON YOUR BID SUBMITTED MAY SEVENTEENTH STOP YOU MAY CONSIDER THIS WIRE YOUR AUTHORITY TO COMMENCE CONSTRUCTION IMMEDIATELY CONTRACT FORMS WILL BE SENT YOU SHORTLY FOR EXECUTION

H B GLAISYER
SECRETARY

---

letter that the Commission is at liberty to proceed with the proposed improvement.

In view of all of these circumstances I see no reason at this time why the Highway Commission should not go forward with its proposed plan.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW

Contract awarded
May 28

REFERRED TO
Probert
By State Highway Engineer

Call this to my attention before
Tom Dennis and I will award
contract.
RKD

Report of Attorney that Commission may go ahead with the proposed improvement of N. E. Lombard and N. E. Eleventh Streets, Portland

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

COMMISSION

Mr. R. H. Baldock,
Office.

Dear Sir:

With respect to the proposed improvement of N. E. Lombard and N. E. Eleventh Streets in Portland, which involves a grade crossing over the tracks of the O. W. R. R. & N. Co., wish to say that if the law requires an application to the Public Utilities Commissioner for an order authorizing such crossing, the application should be made by the City of Portland.

It appears, however, that the City of Portland has contacted the Public Utilities Commissioner, and according to a letter over the signature of City Attorney Grant, which letter was addressed to the State Highway Commission, the Public Utilities Commissioner disclaims any jurisdiction. It appears also from the City Attorney's letter that the Commission is at liberty to proceed with the proposed improvement.

In view of all of these circumstances I see no reason at this time why the Highway Commission should not go forward with its proposed plan.

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:PW

Contract awarded
May 28

REFERRED TO
Probert
By State Highway Engineer

Call this to my attention [illegible] [illegible] and I will amend contract.

ORTLAND
WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

May 24, 1934

Mr. R. H. Baldock,
Office.

Dear Sir:

With respect to the proposed improvement of N. E. Lombard and N. E. Eleventh Streets in Portland, which involves a grade crossing over the tracks of the O. W. R. R. & N. Co., wish to say that if the law requires an application to the Public Utilities Commissioner for an order authorizing such crossing, the application should be made by the City of Portland.

It appears, however, that the City of Portland has contacted the Public Utilities Commissioner, and according to a letter over the signature of City Attorney Grant, which letter was addressed to the State Highway Commission, the Public Utilities Commissioner disclaims any jurisdiction. It appears also from the City Attorney's letter that the Commission is at liberty to proceed with the proposed improvement.

In view of all of these circumstances I see no reason at this time why the Highway Commission should not go forward with its proposed plan.

Yours very truly,

J. M. Devers.
J. M. DEVERS

JMD:PW

Contract awarded
May 28

REFERRED TO
Probert
By State Highway Engineer

Call this to my attention prior
to Devers and I will award
contract.
RHB

ORMOND R. BEAN
CITY COMMISSIONER

FRANKLIN L. DAVIS
CHIEF OF OPERATIONS

L. G. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS

May 15th, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

In re: Widening of N.E. Lombard Street

Dear Sir:

In answer to your communication of May 5th concerning the status of the N.E. Lombard Street widening between N.E. Union Avenue and N.E. Columbia Boulevard, there is enclosed herewith a copy of the recorded plat filed with the County Clerk of Multnomah County showing the proposed laying-out and establishing to 80 feet in width.

As to the matter of a grade crossing with the O-W.R.R.& N. Company tracks, a City grade has been established at the intersection of the center line of N.E. 11th Avenue and the center line of the railroad tracks. Although we believe this grade establishment would permit the contemplated grading and paving of Lombard Street, the City Attorney's office is making a formal application with the Utilities Commissioner of the State of Oregon.

In connection with the removal of buildings on right of way acquired for Lombard Street, notices have been mailed to all affected property owners for the immediate removal of all encroachments.

I trust the above information will prove satisfactory in connection with the awarding of the contract.

Yours very truly,

ORMOND R. BEAN

COMMISSIONER OF PUBLIC WORKS

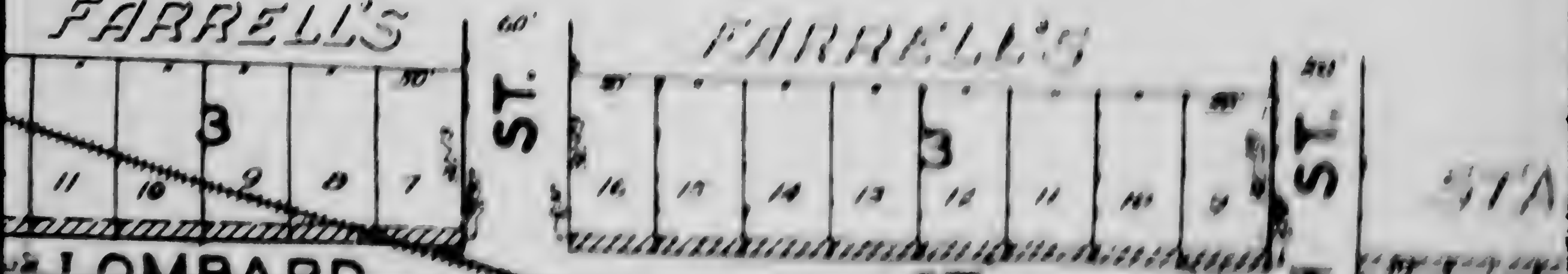
By L. G. Apperson
L.G.Apperson
City Engineer

RR:S
encl.

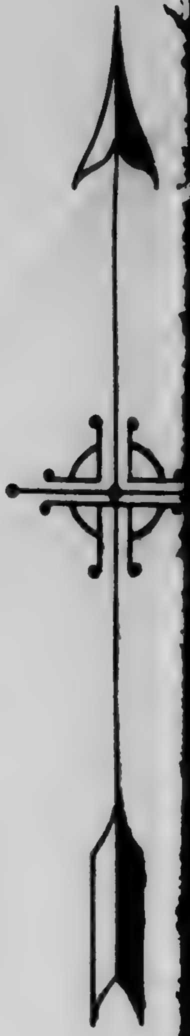
O.W.R.&N.Co.
ST.
I
3
2
1
25'
25'
25'
70.60'
44.37
44"
151.06'
16.63
9.97'
30'
12
20

OPENING, LAYING-OUT AND
OF
LOMBARD STR
BY
RESOLUTION NO. 2

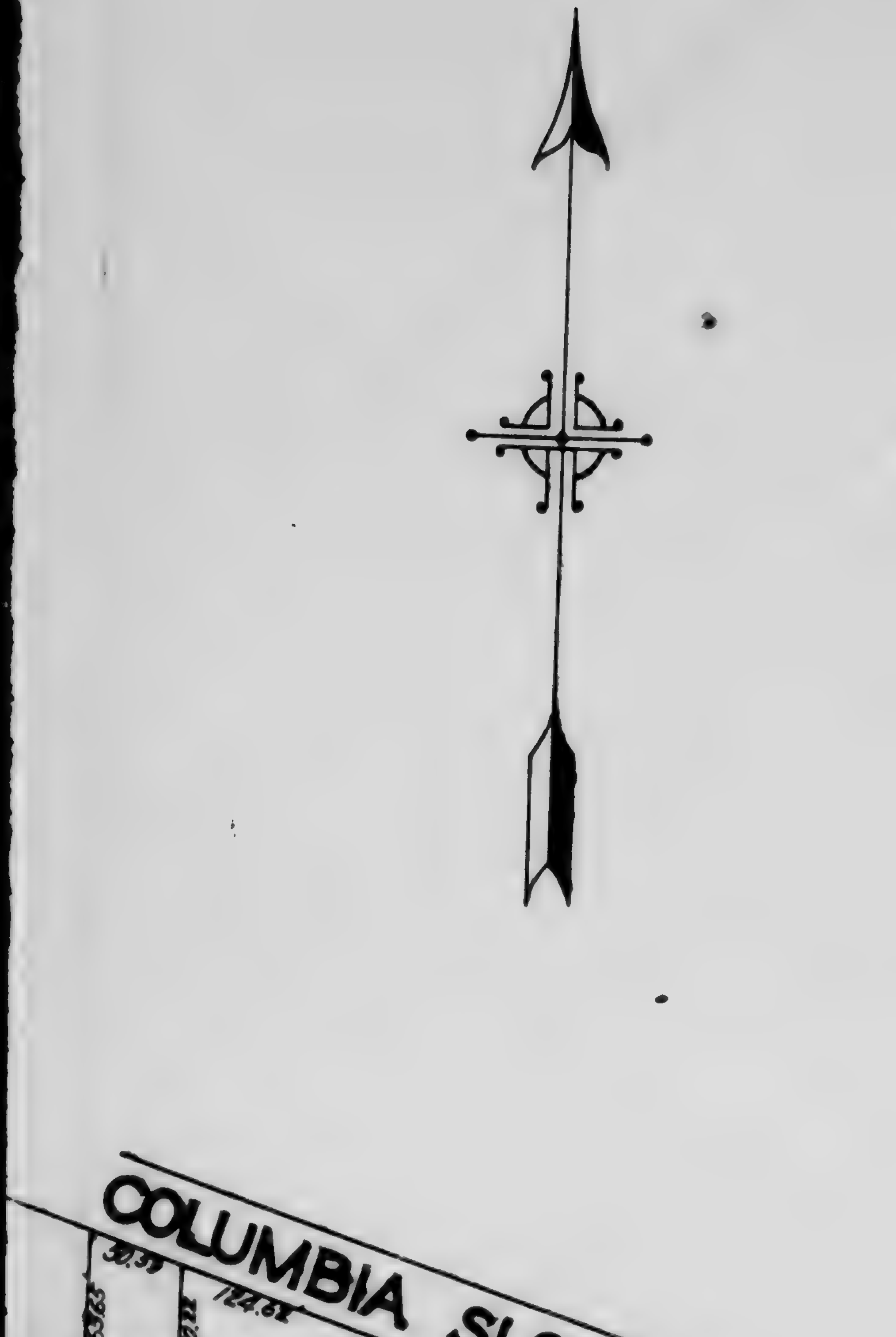
SCALE 1"=100'

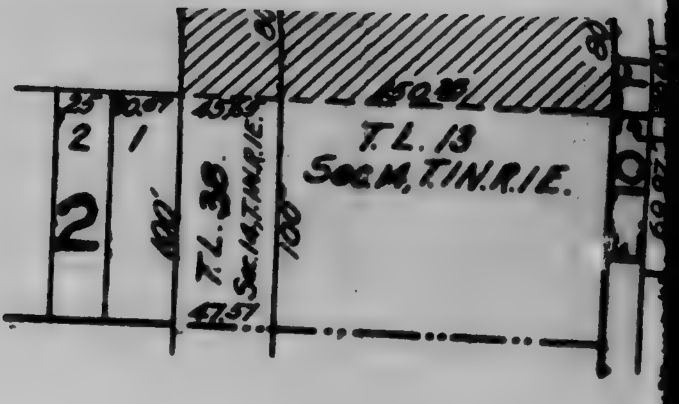


OUT AND ESTABLISHING
OF
D STREET
BY
ION NO. 20586
LE 1"=100'



7971 "





R

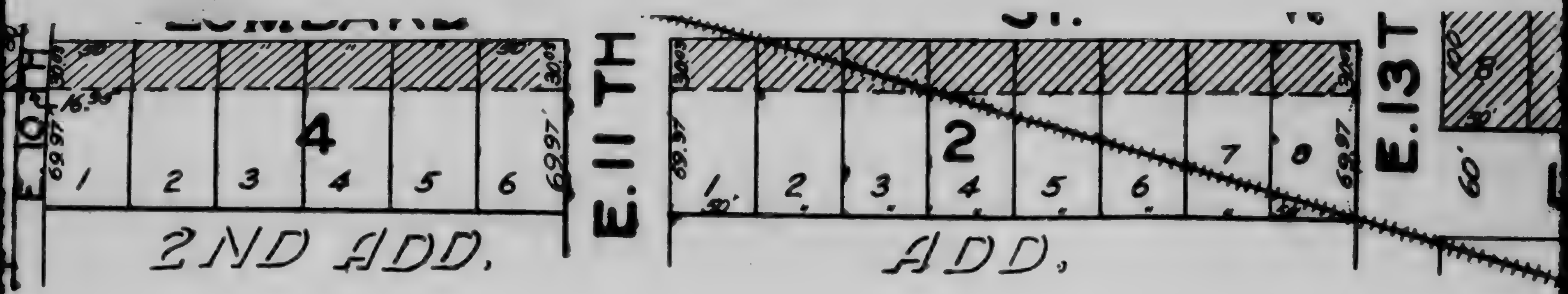
WHEREAS, in
Lombard Street, 80 feet in widt
Oregon, the full amount necessary to
of the State of Oregon for Multnomah

BE IT RESOL
to Columbia Slough Road, in the
laid out and established as city
City Engineer, and

BE IT FURTH
instructed to record with the Cou
adoption of this resolution a copy o

Adopted by the Council, Dec. 1,

1971



RESOLUTION NO. 20586.

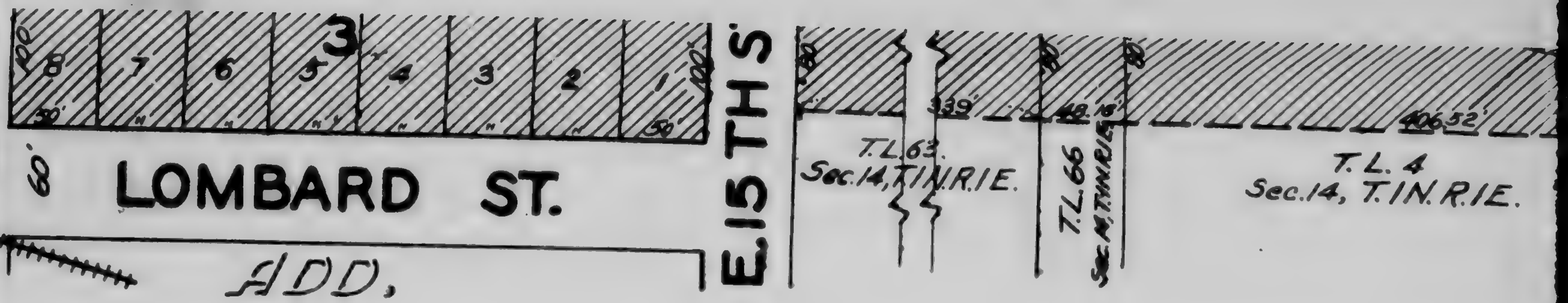
in the matter of the proposed opening, laying-out and establishing of
width, from East 9th Street to Columbia Slough Road, in the City of Portland,
ry to pay the damages allowed by the City Council and by appeals to the Circuit Court
omah County has been paid into the City Treasury, therefore

SOLVED, that Lombard Street, 80 feet in width, from East 9th Street
n the City of Portland, Oregon, be and the same is hereby declared opened,
city street as provided by Ordinance No. 61082 adopting the report of the

THER RESOLVED, that the City Engineer be and he is hereby
e County Clerk of Multnomah County, Oregon, within ninety days after the
copy of the resolution and a map of said street extension.

Dec. 1, 1932.

GEO. R. FUNK.
Auditor of the City of Portland
By L. E. Burdick Deputy



State of Oregon
County of Multnomah } SS
City of Portland

I. GEO. R. FUNK, *Auditor of the City of Portland, do hereby certify*
the foregoing copy of this Resolution No. 20586 declaring Lombard Street, 80 feet in
Street to Columbia Slough Road in the City of Portland, Oregon, opened, laid-out an
city street, with the original thereof, and that the same is a full, true and correct t
original Resolution No. 20586, and of the whole thereof, as the same appears on fil
my office and in my care and custody.

IN WITNESS WHEREOF. *I have hereunto set my hand an*
City of Portland affixed this ________ day of ______________ 1933.

GEO. R. FUNK.
Auditor of the City of Po
By ______________________

No.1.
NOV. 8, 1919
O. LAURGAARD

O. Laurgaard

I hereby certify that this map is correctly drawn
represents those portions of the street as opened.

Date:- Feb. 10
O Laur
City En

Drawn by C.B. Cox.
Checked by J.E.R.

f the City of Portland, do hereby certify that I have compared
36 declaring Lombard Street, 80 feet in width, from East 9th
f Portland, Oregon, opened, laid-out and established as a
at the same is a full, true and correct transcript of such
whole thereof, as the same appears on file and of record in

EOF. I have hereunto set my hand and the seal of the
/ of ______________ 1933.

GEO. R. FUNK.
Auditor of the City of Portland, Oregon.
By _______________________ Deputy

ify that this map is correctly drawn and truly
ortions of the street as opened.

Date :- Feb. 10, 1933
O Laurgaard
City Engineer.

AB

April 17, 1934

Mr. J. M. Devers
Assistant Attorney General
Office

Dear Sir:

The Highway Commission has ordered the improvement of that portion of N. E. Lombard Street in the City of Portland which lies between Union Avenue and Columbia Boulevard, the improvement to consist of the grading of the street and the construction of a twenty-foot concrete pavement.

Within the limits of the proposed project, N. E. Lombard Street crosses a railway track of the O. W. R. R. & N. Co., or rather, the railway track crosses N. E. Lombard Street, as at the site of the crossing, the street is not now open to traffic. The pavement proposed to be constructed on N. E. Lombard Street will carrytraffic across the railway tracks at grade.

Before proceeding too far with the preparation of plans for this project, Mr. Baldock wishes an opinion from you as to whether the Highway Commission has the right and authority, without further action, to carry the proposed improvement across the railway tracks at grade and to open to traffic the portion of N. E. Lombard Street, which, at the present time, is closed to traffic by the railway. In case the Highway Commission does not have such right and authority, he desires your advice as to what actions are necessary to enable the Commission to legally proceed with the improvement as planned. In this connection, we might add that the O. W. R. R. & N. Company will probably be unfriendly to the project.

In case it may have some bearing on the matter, I will mention the fact that N. E. 11th Avenue crosses the O. W. R. R. & N. track in a north and south direction at very nearly the same point that N. E. Lombard Street crosses the track in an east and west direction. The Lombard Street crossing will, therefore, be more or less of an extension of the 11th Avenue crossing, although the traffic over it will be at right angles to the traffic over the 11th Avenue crossing.

A map showing the layout at the proposed crossing is attached hereto.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

CONTRACT #1640

FPA Umpqua bridge 1640

FORM B-2-1 2500 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 27 1936

October 22, 1936

Mr. C. C. Hockley
State Director
Public Works Administration
808 Failing Building
Portland, Oregon

Dear Sir:

At the time we presented our request for Change Order No. 19-URB we were under the impression that we had listed all overruns and underruns of contract items and requested your approval of the same. In preparing the comparative statement of quantities we did not take into consideration the credit change orders issued that tended to reduce the quantities and amounts of work authorized by P.W. Form 96.

We have prepared an additional table on which these credit orders have been reflected against the P.W. Form 96 and then compared with the final estimate. A copy of this table is attached. You will note that the Item No. 3, Foundation Piling, was reduced by a credit order and that the final quantity to be paid for exceeds the reduced amount by 2,000 feet, and this quantity and amount appears as an overrun of the authorized amount. May we have your approval on the overrun of the 2,000 feet of foundation piling or $1,150.00?

In checking over the quantities of structural steel, we found that after we had arrived at the total pay quantity and paid the contractor for the same, that we had omitted 433 pounds of structural carbon steel that was rightfully due the contractor. This 433 pounds of steel was that included in the armor angles at the ends of the concrete arches adjacent to the swing span that were not detailed upon the structural steel drawings but were called for in the original plans. These were allowed the contractor on an additional estimate and since the item of structural carbon steel was an overrun from the P.W. Form 96, this 433 pounds will constitute an additional overrun and we therefor ask your approval of this item. These two items are as noted on the bottom of the tabulation as change order request dated October 22.

May we have your early attention of this matter?

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

CAG:DD
Enclosure

cc R. H. Baldock ✓
J. M. Devers
A. E. Eberhart
J. E. Donaldson

FORM B-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

FOR FILING
Maint
Bldgs & Sites

October 15, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

The two buildings mentioned in your letter of October 5th as left by the contractor at the Umpqua River Bridge at Reedsport are not state property. When the contractor finished his work on the bridge there was some material which was to be used by state crews and which was stored in these buildings. The contractor did not figure that the buildings were worth tearing down and left them to shelter this material. As I remember it the buildings are not on the right of way and perhaps the owner of the property will take them over or perhaps you can find some one who will tear them down for the material that is in them.

Very truly yours,

G. S. Paxson
Bridge Engineer

NOTED

GSP DK
CC R. H. Baldock

FORM 5-A-1 5M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 7 1937
FOR FILING

Oct. 5th, 1937.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

Mr. Glenn Roberts, our Resident Engineer at Reedsport, reports that after the construction of the bridge across the Umpqua River was finished, the contractors left two buildings—one an office 12'x18' and a warehouse 16'x30' in size. I would be pleased to have you advise what you want done with these buildings. As far as I can find out we have no use for them and Mr. Roberts says they are not worth moving.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. G. E. Roberts

KDL:AF

FORM 5-A-1 10M 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 30, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

I note from newspaper accounts that the Umpqua River Bridge will be open July 1st. Please make a personal inspection of this job before opening the bridge to see that conditions are adequate for public travel and that proper direction signs have been placed.

Mr. Beekey advises that the signs are being placed today.

Mr. Baldock called my attention to the fact that the Siuslaw Bridge would have been opened with the north approach in a hazardous condition had he not made a personal inspection. He wishes you to make a personal inspection of the Umpqua River Bridge to see that a similar hazard does not exist on this approach.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

Umpqua Bridge

June 29, 1936.

Mr. H. B. Glaisyer

Herewith an offer to purchase a small office building at the Umpqua River Bridge.

This office building was constructed by the contractor and used by him as an office. At the time he completed the bridge there was a small amount of cement precasts, reinforcing steel, etc., which under a price agreement, we were to take over from him. These materials were stored in this building and he has given us the building with the understanding that we remove the same to our own satisfaction.

I would recommend that this offer be accepted as it relieves us of the expense of tearing it down and moving it. The building has no particular value to us.

G. S. Paxson

cc R. H. Baldock

11-20-36 — [illegible]

Umpqua bridge

June 23, 1936

Teufel & Carlson
808 Skinner Bldg.
Seattle, Washington

Gentlemen:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission at their meeting of March 28, 1935 upon your request for an extension of time in which to complete your contract for the construction of the Umpqua River Bridge. There follows an excerpt from the minutes of the State Highway Commission meeting of that date covering this matter:

"Teufel & Carlson, Contract No. 1640, for the construction of a bridge over the Umpqua River on the Oregon Coast Highway between Gardiner and Reedsport in Douglas County, requested that the completion date on their contract be extended 20 days on account of certain changes which necessitated deeper foundations for pier No. 4 of the structure, and increased the quantities of excavation and seal concrete involved therein. The Engineer advised that it is true that the quantities in pier No. 4 have been increased; however, there is a possibility that before the bridge is completed, the quantities of some of the other items may decrease so as to compensate for the present increase in quantities. He further stated that in his estimation it is much too early in the progress of the job to be granting time extensions for every little increase in quantities; furthermore, all of the other contractors on Coast Highway bridge construction have been told that requests for extensions of time will not be considered until their jobs are practically complete and it can be determined whether or not such requests have any meritorious basis. He recommended that the request of Teufel & Carlson be denied without prejudice to a similar request at the completion of their contract. The Commission adopted the Engineer's recommendation by unanimous vote."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

DP

#1640

Umpqua River Brid

June 13, 1936

General Casualty Company of America,
Seattle, Washington.

Attention: S. L. Catelli.

Gentlemen:

In response to your inquiry of May 27th you are advised that the Teufel & Carlson Contract 1640 - Bridge over Umpqua River in Douglas County was completed April 7, 1936 and was accepted by the Highway Commission on April 17, 1936.

The total amount paid the contractors in connection with this contract was $549,818.81. Of this amount $10,886.11 was for force account work.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

GENERAL
AMERICA
COMPANIES

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

May 27, 1936

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Bond No. 7594 - Teufel & Carlson
Contract for the construction of
bridge over the Ompqua River
Your Contract No. 1640

On July 3, 1934 we executed the above $124,000 bond and we have been given information to the effect that this contract is completed and that the bond may now be cancelled.

We shall appreciate it if you will advise us the dates of completion and acceptance, together with the total amount received by the contractors for their work.

We thank you in advance for your courtesy and are enclosing a stamped envelope for your reply.

Very truly yours,

Surety Department

S. L. Catelli
dp
Enclosure

#1640

Umpqua Bridge

June 4, 1936

Hansen & Rowland, Inc.
Washington Bldg.,
Tacoma, Washington.

Attention: F. Tunnard.

Gentlemen:

Receipt is acknowledged of your letter of June 4th concerning the Teufel & Carlson Contract No. 1640 - Umpqua River Bridge at Reedsport in Douglas County.

You are advised that the total amount paid the contractors in connection with this contract was $149,818.81. Of this amount $10,886.11 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. D. ROWLAND, SECY.

June 4, 1936.

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 44298 - TEUFEL & CARLSON to STATE OF OREGON - Umpqua River Bridge in Douglas County, Oregon.

Gentlemen:

Will you kindly advise us whether or not final payment has been made to Teufel & Carlson on the above captioned contract. If final payment has been made, please advise us the date of such payment, and the totel amount paid to the contractors under the contract, including the final payment.

Thanking you in advance for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.
By F Tunnard
Surety Bond Department.

FT

FORM T-E-1 15000 5M 6-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 23, 1936.

Mr. E. A. Collier
Division Engineer
State Highway Department
Roseburg, Oregon.

Dear Sir:

The two buildings left by the contractor at the site of the Umpqua River Bridge were given to the state, and one of these buildings is now being used to store some cement, precasts, reinforcing steel and other material to be used in finishing up the handrail after Hall completes the grading. After that time we will have no use for them.

I would suggest that you get some written quotations for these buildings, subject to their being left until our use for them has passed, and I will present them to Mr. Devers, with a view of selling the buildings.

If we have use for our own office building on the site, that should certainly be kept until this use is over.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock ✓
A. G. Skelton

FORM 5-E-1 2M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Umpqua Bridge

May 22, 1936

Mr. J. G. Toole
District Maintenance Superintendant
State Highway Department
Coquille, Oregon

Dear Sir:

I am enclosing herewith an order for state force work on contract project covering the cutting back of the concrete roadway at the Umpqua River Bridge and also the completion of the concrete handrail at the north end of this bridge.

This job has already been discussed with you and Mr. Kruger, and you have copies of the sketches we have gotten out for this work. As I explained to you Wednesday, funds for the coast bridges are carried in an entirely separate account from other State Highway Commission funds. All bills, payrolls, et cetera on this work are to be paid from the coast bridge fund and should be kept separate from other material and payroll charges. In sending in your bills and payrolls through the division office, please attach a note directing that they be forwarded from the division office directly to the Bridge Department at Salem.

I am enclosing a number of our coast bridge fund voucher forms which should accompany each bill regardless of the amount.

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

By

A. G. Skelton

A. G. Skelton
Project Engineer

AGS:DD
Enclosures

cc R. H. Baldock ✓
J. N. Bishop
E. A. Collier

FORM B-E-1 2M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 19, 1936

Mr. E. A. Collier
Division Engineer
Roseburg, Oregon

Dear Sir:

We are sending you herewith two copies of the State Force Order for removing the old piling under the bridge and within the right of way along the south bank of the Umpqua River.

Very truly yours,

R. H. Baldock,
State Highway Engineer

By
G. S. Paxson,
Acting Bridge Engineer

WAR:MM
Encl.

cc - A. G. Skelton
R. H. Baldock

FORM 5-S-1 2M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 9, 1936

Mr. C. C. Hockley
Acting State Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

We hereby request your approval of the final pay quantities and items for the Umpqua River Bridge, Contract No. 1640, P. W. A. Docket 982.

In connection with this request we wish to state that all final changes to the structure have been submitted to you on previous change orders. The statement of quantities and amounts submitted along with the request for the various changes and on P. W. Form 96 was an estimated figure and when the work on the structure was completed final quantities were to be determined from actual field measurements and calculations. The work on this structure is now complete and we have measured and calculated the quantities due the contractor. All calculations for quantities have been approved by this office and also by the P. W. A., Resident Engineer Inspector for this particular job. We are enclosing a tabulation showing quantities and amounts of work ordered by P. W. Form 96, the quantities and amounts of work actually incorporated in the structure, and the comparison between the two above showing whether the final quantities overrun or underrun the amounts ordered on P. W. Form 96 and the change orders. P. W. 28101 required that all quantities that overrun or underrun the amount ordered on P. W. Form 96 or 84 in excess of 10 per cent be covered by a change order. This P. W. 28101 was later rescinded by P. W. 45454, which order requires that only the overruns on the actual ordered amount be covered by change orders.

This request for a change order is to cover the following items which from the tabulation are overruns from the ordered amount:

Mr. C. C. Hockley, #2. May 9, 1936

	Contract Item No.	Contract Items	Unit	Unit Price	Quantity	Amount	Per Cent Over
A.	3	Foundation Piling	L.F.	$ .575	690.8	$ 397.21	2
B.	9	Class "D" Concrete	C.Y.	24.00	4.74	107.28	2
C.	12	Str. Carbon Steel	Lbs.	.073	126,519	9235.89	12
D.	14	Machinery	Lbs.	.27	3,135	846.45	3
E.	16	P.O. Cedar Lumber	MFBM	70.00	3.021	211.47	3
		Change Orders					
F.	2	Change Order No. 2, Excav. below Elev.	C.Y.	12.00	10.76	129.12	55
G.	7	C.O.#2, Cl. "A" Conc.	C.Y.	25.00	.02	.50	-
H.	11	Metal Reinforcing	Lbs.	.055	71	3.91	50
I.	3	Foundation Piling	L.F.	.575	1,440	82.80	100
J.	5	C.O.#3, Seal Conc.	C.Y.	10.00	.33	3.33	-
K.	7	C.O.#6, Cl. "A" Conc.	C.Y.	25.00	.12	3.00	-
L.	11	Metal Reinforcing	Lbs.	.055	65	3.58	-
M.	7	C.O.#7, Cl. "A" Conc.	C.Y.	25.00	4.47	111.75	100
N.		Overrun, C.O. #9				4.44	-
O.		CO.#12, Overrun				652.31	or 14

In considering items A, B, D, E, G, J, K, and L of the above you will note that the final quantities have overrun the original less than 3 per cent. For the contract items the estimates were based on designs prepared from preliminary data and for the change orders the estimates were made from the best data available before the work was done. Existing conditions and minor details caused slight variations from these estimates, which in the case of those mentioned above were increases.

Item C above shows an overrun of 12 per cent over the original estimated quantity. This is explained by the fact that after we had designed the steel truss and called for bids, the steel rolling mills discontinued rolling certain structural shapes that we had called for in the original plans. It was necessary for us to redesign this truss to use standard sections that were being rolled as stock. In the redesign of the truss we increased the amount of carbon steel necessary by approximately 12 per cent and, at the same time, decreased the amount of silicon steel necessary by approximately 40 per cent. At the time we applied for your approval covering the redesign of this truss (See Change Order No. 5 URB) we did not have a revised estimate of the quantity of steel necessary.

In explaining item F we found that our original ground elevation upon which the quantity of excavation covering this change was based was not exact, and that when the excavation was actually completed it required an additional 10.76 yards to carry the footing to the elevation called for.

Item H. It was found necessary to add 71 pounds of reinforcing steel to the original estimated amount to complete the work as called for on the revised plans.

Item I. In our original request for this change order we omitted the item of foundation piling. As this change raised the bottom elevation of the footings at bents 10 and 13, it increased the length of piling because of the fact that the piling were driven to the original tip elevation.

Item M. Drawing No. 4954 as approved June 5, 1935 for Change Order No. 7 called for 5 feet of Class "B" Concrete on top of the seal for pier number 6. Further investigation disclosed that a 4 foot footing would be sufficient so the contractor was ordered to place only the 4 foot footing. By placing the shallower footing we lowered the column bases approximately one foot which required that we add 4.47 cubic yards of Class "A" Concrete to the change. The 4.47 cubic yards of Class "A" Concrete increase is offset by a decrease of approximately 19 yards of Class "B" Concrete, We are submitting revised prints of Drawing No. 4954 showing the above change.

Item N. Change Order No. 9 authorizes the purchase of four name plates at $33.20 and the installation of two name plates at $10.00. The installation of these plates was to be done on a force order basis and the actual cost to the state amounted to $14.44 or $4.44 over the ordered amount. Since the purchase of the plates came to $24.74 and the installation to $14.44, the total amount of the order has not been overrun.

Item O. Change Order No. 12 authorizes the placing of approximately 1,500 yards of riprap at piers 3, 5, and 6. At the time this riprap was placed scour conditions that had developed caused some change from the original plan. In addition to the riprap placed at piers number 3, 5, and 6, it was deemed advisable to place some at the upstream end and stream face of pier number 2 and some 79 cubic yards of rock was placed at this pier. 286 yards was placed at pier number 3, 540 yards was placed at pier number 5, and 658 yards at pier number 6, or a total of 1563 cubic yards. Somewhat more of this rock had to be placed by hand than had been originally planned which increased the cost per yard somewhat, and with the additional yardage placed would account for the overrun in cost.

Mr. C. C. Hockley, #4.

May 9, 1936

We are unable to make up the estimate on your form I-23 until the above request has been cleared and would appreciate your disposition of this at your early convenience.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

CAG:DD
Enclosure

cc R. H. Baldock
J. M. Devers
J. F. Meagher

FORM 5-5-1 5M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 11, 1936.

Teufel & Carlson
808 Skinner Building
Seattle, Washington.

Attention Mr. L. G. Murray

Gentlemen:

We are now ready to put the final estimate for the Umpqua River Bridge through for payment, but find that there has been a claim by a Mr. M. E. Redfield for adjustment on wages paid him. Redfield claims that he was paid at the rate of 90 cents per hour whereas his rate should have been $1.20 per hour. There are 1913 hours set up in the claim which, at 30 cents per hour, amount to $573.90.

This claim has not been filed with the state but has been filed with the resident engineer inspector of the Public Works Administration. We are not attempting to pass upon the equity of the claim.

In order that the final estimate may be paid without further delay, there are two courses open to you: first, the deposit by your company of a certified check for the above amount, which check will be held in escrow until final disposition is made of the claim; second, the consent of the surety companies furnishing the labor bond on this project, for the release of the final estimate prior to the settlement of the above labor claim. We prefer the second alternate.

If you can secure the consent of these surety companies to the procedure, it will materially expedite the payment of the final estimate.

Very truly yours,

R. H. Baldock
State Highway Engineer

By G S Paxson

G. S. Paxson
Acting Bridge Engineer

cc R. H. Baldock
J. M. Devers

FORM 3-2-1 2M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Umpqua Brdg.

May 5, 1936

Mr. C. C. Hockley
Acting State Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

Your approval is requested for the payment of the following items which are to be included in the final estimate to be paid to the contractors on the Umpqua River Bridge at Reedsport, P. W. A. Docket #982.

Item No. 1 - Adjudication of the cost of cement. In accordance with paragraph 3046 of the Specifications and Contract Agreement and of the paragraphs in the special provisions that apply. The contractor based his bid price per cubic yard for the various classes of concrete on a specified number of sacks of cement per cubic yard of concrete. By a careful control of the concrete mixes we were able to secure the necessary strength without using the full amount of cement specified. Paragraph 3046 of the General Specifications provides: "The difference in the cost of the work based on the actual cost of the cement delivered to the bridge site shall be adjusted for or against the contractor as the case may be." In this case there was a saving of 2563½ barrels of cement from the amount specified. The net cost of cement delivered to the job is $2.30 per barrel. The State is entitled to a credit of 2563½ barrels of cement at $2.30 per barrel, or $5896.05, which will be deducted from the contractor's estimate. Price Agreement No. 5, copies of which are attached, covers this item. Copies of the records of cement shipped and used in the job are in the files of the P. W. A. Resident Engineer Inspector.

Item No. 2 - Foundation piling and Port Orford cedar piling excess cutoff. Paragraph 3036 of the Specifications and Contract Agreement require that an allowance be made for all cutoffs in excess of three feet in length on the basis of cost plus 5%. For the foundation piling the special provisions state: "Payment at the price bid will be made for the actual length below the bottom of the foundation seals. Pile cutoffs in excess of three feet in length shall be paid for as set forth in Article 3036, page 56 of the General Specifications.

If an underwater hammer is used, pile cutoffs shall be measured from the top of the cutoff shown in the plans. If an underwater hammer is not used, the pay cutoffs shall not include that portion of the pile between the cutoff shown and high water elevation".

For the foundation piling the resident engineer furnished the contractor with the pay lengths or penetration required. This adjustment is based on the difference between the length shown and that actually driven and amounts to 1955.4 lineal feet at $.085 or $166.21, with the 5% would be $174.52. In all cases ordered lengths were sufficient for a cutoff in excess of three feet in addition to the full pay length specified.

For the Port Orford cedar protection piling the resident engineer furnished the contractors with the pay lengths of piling required. In accordance with the provisions mentioned above, all cutoffs in excess of three feet are included in the pay cutoff. This totals 20.9 lineal feet at $.20 per foot or $4.18, plus 5% would be $4.39. Price Agreement No. 5, copies of which are enclosed, covers the adjustment on both the foundation and cedar piling.

Copies of our records of piling ordered and as driven are in the files of the P. W. A. Resident Engineer Inspector.

Item No. 3 - Medallions for pylons at piers 5 and 6. Change Order No. 11 URB providing for the elimination of the pylons at piers 5 and 6 was approved by the State Director on March 2, 1936. Prior to this change the contractors had purchased cast stone medallions for all pylons. Due to this change thirteen of these cast stone medallions were left on the contractor's hands, and in accordance with paragraph 1059 these are being taken over by the State at the contractor's actual cost. Price Agreement No. 6 covers this item which amounts to $13.00.

Item No. 4 - Adjustment on foundation piling ordered but not driven as foundation piling. The piling lengths for bents 1 to 8 as shown in the resident engineer's lists and ordered by the contractor proved inadequate, and it was necessary to order longer foundation piling. Of the original piling delivery, 451 lineal feet were turned over to the contractor for use as falsework piling, and the balance were used and paid for either in the relieving grillage as in the revision to the pier protection at pier 3, Change Order No. 16 URB.

Paragraph 3028 of the General Specifications specifies that the engineer shall furnish the contractor with an itemized list of piling which was done as mentioned above. Paragraph 3038 states that piling ordered and not driven shall be paid for on the basis of cost plus 5%. As the cost price of falsework piling delivered to the job was seven cents per foot, these piling were turned over at that figure. The adjustment for the difference amounts to 451 lineal feet at $.015 per foot or $6.77, plus 5% or a total of $7.11. The above adjustment is covered by Price Agreement No. 7, copies of which are attached.

Item No. 5 - Adjustment for excess piling cutoff in relieving grillage. Under date of September 27, 1935, your approval was requested of a change order covering the construction of a pile relieving grillage around bent 1. This request was accompanied by copies of Price Agreement No. 1 which set up the agreed unit prices for piling and lumber used in this work.

It was understood that such of the foundation piling in the original order for bents 1 to 8 as were still available would be used. In this construction forty-seven 41' piling from this order were used. These piling were somewhat longer than necessary, and there was a cutoff in excess of the three feet of free cutoff specified in paragraph 3036 of the General Specifications. There was also an excess cutoff on some of the piling ordered separately by the contractor from the lists furnished by the resident engineer. These excess cutoffs are as follows:

51' Common Piling Cutoff at $.07	$ 3.57
198' Foundation Piling Cutoff at $.085	16.83

This total amounts to $20.40 plus 5% would equal $21.42. Copies of Price Agreement No. 8 covering the above are attached.

Item No. 6 - Furnish one transformer. Power was supplied to the bridge by the power company at 440 Volts. No provision was made in either the plans or special provisions for transforming this to 110 Volts for the lighting circuit. A 440/220 - 110 Volt single phase transformer was taken over from the contractor and installed at the center pier without additional cost. Price Agreement No. 9 provides for taking over this transformer at the face value of $46.00.

Item No. 7 - Reinforce pinion bearing and support. In test openings of the movable span, the pinion bearing supports proved inadequate to withstand the sudden application of the electric brakes. Reinforcement of these supports was deemed advisable, and it was also considered necessary to build out the bearings to better distribute the load to the supports.

These changes are shown on revised drawings 4970 and 4971, blueprints of which are attached. The cost of this work does not come under any of the regular contract items, and in accordance with paragraph 1058 of the General Specifications is classed as Extra Work. The cost of this work amounts to $281.75 and is covered by Force Order No. 7, copies of which are enclosed.

Item No. 8 - Miscellaneous Revisions in machinery details. In the progress of the work it developed that minor adjustments were necessary to facilitate operation and to better fit in with the structural details. These are listed as follows;

1. Revise structural details adjacent to end lift machinery struts and drill and tap upper pins for eye bolts shown on revised drawing 4971.

2. Revise hand brake operating mechanism shown on revised drawing 4977.

3. Revise hand operating mechanism for end latches shown on revised drawing 4973.

These changes come within the provisions of paragraph 1058 of the General Specifications and would be classed as Extra Work. The cost of this work amounts to $265.34, and is covered by Extra Work Order No. 8, copies of which are enclosed. We are also enclosing blueprints from revised drawings 4971, 4977, and 4973 mentioned above.

The following is a summary of the changes mentioned in the preceding part of this letter:

Item #1	Cement Correction	$5,896.05	Deduction
#2	Foundation Piling	174.52	Additional Cost
	Cedar Piling	4.39	" "
#3	Medallions	13.00	" "
#4	Piling ordered	7.11	" "
#5	Grillage Cutoff	21.42	" "
#6	Transformer	46.00	" "
#7	Pinion Reinforcement	281.75	" "
#8	Machinery Revisions	265.34	" "

This leaves a net deduction of $5,082.52 which will be made from the contractor's estimate.

Mr. C. C. Hockley, #5.

May 5, 1936

We ask your approval of the above and your authorization to pay the items of additional cost from construction funds set up for this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

AGS:DD

cc R. H. Baldock ✓
J. M. Devers
John Meagher

FORM 5-E-1 2M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

Umpqua Riv

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

April 21, 1936

NOTED
State Highway Engineer

Mr. C. C. Hockley
Acting State Director, PWA
508 Failing Building
Portland, Oregon

Dear Mr. Hockley:

The contract for the construction of the Umpqua River Bridge at Reedsport, our contract No. 1640, PWA Docket No. 882, provides that all work included in this contract shall be completed on or before December 31, 1935.

On August 13, 1934, an Amendatory Agreement was entered into between the Oregon State Highway Commission and Teufel & Carlson, the contractors, extending this completion date for 58 days or until February 27, 1936. This extension, designated as Change Order 13 URB, received your approval on January 31, 1936. This extension of time covers only an extension due to delay in the execution of the contract subsequent to the opening of bids on the project. During the progress of the work, several changes were made in the plans for the pier foundations which caused delay to the contractor in completing the work on the project.

It is the purpose of this application to request your approval of a further time extension to compensate for these delays. In support of this request, we submit six copies of Memorandum of Agreement entered into between the Oregon State Highway Commission and Teufel and Carlson under date of April 17, 1936 and consented to by the surety companies of this contract. This agreement covers an extension of time for forty (40) days or until April 7, 1936.

Under Federal Emergency Administration of Public Works Administrative Order No. 11, Supplement No. 1, the following detailed procedure is indicated in requesting approval for an extension of the time of completion:

a. The contractors on this work are Teufel and Carlson, a co-partnership, and the type of work is the construction of a bridge across the Umpqua River on the Oregon Coast Highway in Douglas County.

b. The contract was executed on July 25, 1934.

c. The contract for this work was approved by the Acting State Director, PWA, on August 2, 1934.

d. Work was started on this contract July 30, 1934.

e. The time of completion required under the original contract was December 31, 1935, extended under Change Order 13 URB to February 27, 1936. The present request extends this time to April 7, 1936.

f. (1) Work was actually completed on this contract on April 7, 1936.

f. (2) The Oregon State Highway Commission, under date of April 17, 1936, made formal acceptance of the project.

h. This requested change in completion date will make no change in the classification of project costs, as mentioned in paragraph 3 of the above mentioned Administrative Order No. 11.

i. This request will make no change in the sureties' obligations. The consent of the sureties has been obtained and is attached to the Memorandum of Agreement.

j. The extension of time requested amounts to forty (40) days, or until April 7, 1936.

k. The contract provides that "****the contractor shall pay to the State one hundred dollars ($100.00) per day for each calendar day after said completion date until the work provided for in this contract is completed or accepted*****".

The contract also provides that "****in the event that the bridge is completed and ready for traffic before the specified completion date as stated elsewhere herein, a saving will accrue to the State and for each and every day that the bridge is under traffic (continuously and without further interruption of traffic) before said specified completion date, the State will pay to the contractor a bonus of thirty-five dollars ($35.00)".

Under the terms of the agreement between the State Highway Commission and Teufel and Carlson for this extension of time, it is stated "***since the above enumerated delays can only be estimated, the contractor hereby agrees to forego any bonus which might accrue due to the completion of said contract prior to April 7, 1936 and is to be relieved of the payment of any penalty which might accrue due to non-completion of said contract between February 27, 1936 and April 7, 1936****".

1. As stated above, several changes were made in pier foundations which delayed the execution of the work. The contract for this project provides that "***should such delay, if any, be occasioned by or on account of any act or cause chargeable to the State, then the time for completion of said job will be extended for such additional period of time as may be necessary tooffset the delay chargeable to the State***".

The various items of work on this job were carefully scheduled by the contractor. Certain of these items were keys to the progress of the job and any change which entailed delay to these key items caused delay in the completion of the entire job.

The depth of the foundation at pier 4 was increased from -32 to -45. This change was covered by conditional approval of Extra, 6 URB, Amended, which was signed by the State Engineer on February 14, 1935. This change covered the driving of test piling at pier 4, the increase in depth of the concrete foundation and the elimination of pile foundations. The total increase in cost amounted to $16,100, with a decrease cost of $2,270 or a net increase cost of $13,830.

Under date of February 23, 1935, the contractor made a request for an extension of twenty (20) days in the time of completion for this additional work. While it was impracticable to determine the exact amount of delay, it was considered that fifteen days additional time was reasonable and in line with the extra work that was required.

The concrete foundation at pier 5 was lowered from -32 to -40. The concrete foundation at pier 6 was lowered from -34 to -40. Steel test piling were driven to determine the thickness of sandstone strata encountered at -40 and this sandstone strata was broken up by drilling and shooting so that foundation piling could be driven through it into the clay below. This change was covered by conditional approval of 7 URB, Amended, which was signed by the Acting State Director on October 12, 1935.

The additional expense caused by lowering foundations amounted to $9,643.00. The additional expense caused by driving the steel test piling and the drilling and shooting of the sandstone strata at pier 6 amounted to $1,277.00, or a total increased cost of $10,920.00.

Under date of June 25, 1935, the contractors requested a 15-day extension of time on the completion of the bridge due to the changes in depth and increased quantities at pier 5. On March 24, 1936, they requested an extension of 20 days for the change in depth, increase in quantities of excavation and seal concrete, driving of steel test piling and the shooting of the foundation material at pier 6.

In considering the additional work at pier 5, it was considered that an estimated delay of 10 days was caused. At pier 6, the delay was estimated at 15 days. The above agreed delays were agreed to by the contractor and were used as a basis in his request for an extension of time. Summarized, these delays are as follows:

Pier 4	15 days
Pier 5	10 days
Pier 6	15 days
Total	40 days

In view of the above, we request your approval of this time extension.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Acting Bridge Engineer

AGS LD
Enc.
cc R. H. Baldock
J. M. Devers
J. F. Meagher

FORM B-S-1 2M 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Umpqua River Bridge

April 16, 1936

Teufel & Carlson

Reedsport, Oregon

Attention Mr. Harold Ahlstedt

Dear Sir:

Reference is made to your letter of April 15 in which you offered to turn over to us the storage shed and office at the site of the Umpqua River Bridge, together with 37 sacks of cement now on hand. This is in consideration of our relieving you of any obligation as to the disposal of these structures and our agreement to take these buildings over and dispose of them. Your letter mentioned above confirms the verbal offer made to us by your Mr. Murray recently.

This is to advise you that we will accept the offer mentioned above.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

AGS:DD

cc R. H. Baldock
cc Teufel & Carlson
Seattle, Washington

#1640

Umpqua Bridge

April 13, 1936.

Mr. H. B. Glaisyer

The Umpqua River Bridge at Reedsport, Contract No. 1640, Teufel & Carlson Company, contractors, was completed on April 7.

This matter should be presented to the Commission so that formal acceptance may be made.

GS Paxson

G. S. Paxson

CC R. H. BALDOCK

GSP:AP

APPROVED BY HIGHWAY COMMISSION

DATE April 17, 1936

H B Glaisyer

Secretary

1

Umpqua River Bridge

April 13, 1936.

Mr. H. B. Glaisyer

The Umpqua River Bridge at Reedsport, Contract No. 1640, Teufel & Carlson Company, contractors, was completed on April 7.

This matter should be presented to the Commission so that formal acceptance may be made.

G. S. Paxson

CC R. H. BALDOCK ✓

NOTED

GSP:AP

Umpqua River Bridge

April 8, 1936.

NOTED
State Highway Engineer

Mr. H. B. Glaisyer

Herewith agreements extending the time of the contract for the Umpqua River Bridge at Reedsport.

These have been executed by the contractors, and their sureties, and are ready to go to the Commission.

G. S. Paxson

GSP:AP
Attached.

cc R. H. Baldock

FORM 9-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 23, 1936

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: A. G. SKELTON

Dear Sir:

We are attaching hereto a letter from the County Court of Douglas County advising that Douglas County has no claims or liens of any kind against the contractors who have been using the County property near the south end of the Umpqua River Bridge at Reedsport.

We asked the County to include in this letter a statement to the effect that the contractor might remove any equipment or supplies that he might have on the property without objections by the County Officials. The court failed to include this provisions in the letter but stated to us that there would be no objection to removing anything that is now on the property.

The attached letter was secured from the county court at your recent request.

Very truly yours,

E. A. COLLIER
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

Coast
Bridges
Coast Hwy. Umpqua

March 9, 1936.

Teufel & Carlson
Reedsport, Oregon.

Attention Mr. Murray

Gentlemen:

Please note attached which is in reply to a communication from Mr. C. H. Gram, Commissioner of Labor.

Apparently Mr. Redfield is in possession of a letter of recommendation from you certifying that he has been a saw filer for approximately seventeen months and has given satisfactory service at all times. He has complained to the Commissioner that he has been paid as an assistant saw filer at 90 cents per hour whereas, in his opinion, he is entitled to the skilled wage rate of $1.20 per hour.

Will you please advise as to the circumstances concerning this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:
GSP:AF

cc Bridge Department

March 9, 1936.

Mr. C. H. Gram
Commissioner
Bureau of Labor
Salem, Oregon.

Dear Sir:

This is in reply to your letter of March 5, concerning the wage rate of Mr. M. E. Redfield, saw filer for Teufel & Carlson, contractors on the Umpqua River Bridge at Reedsport.

The contract for this project is under the regulations of the Public Works Administration. The Public Works Administration, under date of May 11, 1935, issued an order (Administrative Order No. 17) stating that they would not consider claims filed with them more than ten days after the pay day upon which the workman receives the wages which he considers to be a violation of the regulation. The Federal Board of Labor Review will continue to consider claims filed at any time up to ten days after the date of completion of the work called for in the contract.

The question as to whether a workman is a skilled man or a semi-skilled man is one that the contractor, with the concurrence of the P. W. A., should decide, and the classification of this man as a semi-skilled workman does not seem to be in contravention of any state statute. In our opinion, Mr. Redfield's recourse is to the P. W. A., or to the Federal Board of Labor Review.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]
cc Teufel & Carlson, Reedsport
Bridge Department

REFERRED TO
Mr. Paxson
Asst. State Highway Engineer

Please give this your attention
and prepare a reply for my
signature.

STATE OF OREGON
BUREAU OF LABOR
C. H. GRAM
COMMISSIONER
SALEM, OREGON

O. D. MATTHEWS, DEPUTY
324 N. SIXTH STREET
KLAMATH FALLS, OREGON

GEO. PETTINGELL
CHIEF ELECTRICAL INSPECTOR
SALEM, OREGON

March 5, 1936

RECEIVED
MAR 7 - 1936
STATE HIGHWAY COMMISSION

ay Commission

Attention: Mr. Glaisyer.

r our conversation yesterday I am enclosing
pies of the recommendation given to Mr.
his contractor on the Umpqua River Bridge.

dfield's complaint was that he had been
assistant saw filer at .90¢ per hour.
is entitled to $1.20 per hour for reason
skilled labor as this recommendation that
the contractor gave him will bear out.

In addition to this it is our idea that a man cannot be an assistant if there is no one there to supervise.

Very truly yours

C H Gram
COMMISSIONER

CHG:MP
ENC:3

REFERRED TO
Mr. Baldock
BY SECRETARY

CHAS. H. ELREY
ATTORNEY AND DEPUTY
COMMISSIONER OF LABOR

BRANCH OFFICE
MADISON BUILDING
1130 S. W. 3D AVE.
PORTLAND, OREGON

STATE OF OREGON
BUREAU OF LABOR
C. H. GRAM
COMMISSIONER
SALEM, OREGON

O. D. MATTHEWS, DEPUTY
324 N. SIXTH STREET
KLAMATH FALLS, OREGON

GEO. PETTINGELL
CHIEF ELECTRICAL INSPECTOR
SALEM, OREGON

March 5, 1936

RECEIVED
MAR 7 - 1936
STATE HIGHWAY COMMISSION

State Highway Commission
Building

Gentlemen: Attention: Mr. Glaisyer.

As per our conversation yesterday I am enclosing herewith copies of the recommendation given to Mr. Redfield by his contractor on the Umpqua River Bridge.

Mr Redfield's complaint was that he had been paid off as assistant saw filer at .90¢ per hour. Where as he is entitled to $1.20 per hour for reason that he is skilled labor as this recommendation that the contractor gave him will bear out.

In addition to this it is our idea that a man cannot be an assistant if there is no one there to supervise.

Very truly yours

C H Gram
COMMISSIONER

CHG:MP
ENC:3

REFERRED TO
Mr. Baldock
BY SECRETARY

E. Teufel   Paul N. Carlson

TEUFEL & CARLSON
Contractors

Reedsport Oregon

To whom it may concern-

The bearer M. E. Redfield has been saw filer for us on the Umpqua River Bridge for approximately seventeen months and has filed cross cut, circular band and hand saw during the entire time.

We have found his filing very satisfactory at all time.

Your truly
Y. G. Murray
Supt.

RECEIVED
MAR 7 - 1936
OREGON STATE HIGHWAY COMMISSION

FORM B-E-1 25182 1900 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 24, 1936.

NOTED
State Highway Engineer

Mr. C. C. Hockley
Acting State Director, PWA
806 Failing Building
Portland, Oregon.

Dear Sir:

We hereby request your approval of a change order for the Umpqua River Bridge at Reedsport. This change covers the elimination of that portion of the handrail above the top of the curb on the north span of the north approach viaduct from this contract.

The north end of this structure comes directly against the steep side hill of Bolon Island. The state contract was recently let for the making of the cut through the ridge of this island. While every care will be used in making this excavation, we are fearful that with this portion of the handrail constructed, that damage will be done thereto by the grading operations. We therefore propose to take over the precast handrail members, reinforcing steel, forms, sand and gravel for the construction of this portion of the handrail and to construct the same by state forces after the completion of the roadway grading.

The cost of this construction other than the materials listed above to be taken over from the contractor will be borne by the state and will not appear as a charge against PWA Docket 982.

I am attaching hereto copies of the price agreement covering this change in which the contractor agrees to accept in payment for the construction of the curb now in place and all the materials taken over, the sum of $2.60 per foot for the section of handrail in question.

The change in cost due to this change, is as follows:

Mr. C. C. Hockley, #2 February 24, 1936.

Increased Cost:

88.8 lin.ft. of partially constructed handrail at $2.50 per foot	$222.00

Decreased Cost:

88.8 lin.ft. of handrail at $4.00 per foot	$355.20
Net Decrease in Cost of Project	$133.20

Very truly yours

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

3cc to Mr. Hockley
1cc L.L.Jensen
1cc John Meager, R.E.I.
1cc R.H.Baldock ✓
1cc J.M.Devers

FORM 3-E-1 29152 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 10, 1936.

Mr. C. C. Hockley
Acting State Director
Public Works Administration
508 Failing Building
Portland, Oregon.

Dear Sir:

Under date of October 14, 1935, you wrote us advising that there was still some doubt in your mind as to the pile relieving grillage which we have driven around Bent No. 1 at the Umpqua River Bridge being an item which was properly chargeable to the bridge.

Before receiving this letter, I had written you, under date of October 16, a letter setting forth our position with regard to the matter and giving in some detail the reasons why we considered this grillage to be properly chargeable to the bridge. These two letters apparently crossed in the mail, and we have heard nothing further from you concerning the matter.

At this time I would like to emphasize the fact that protection to the filled embankments played no part in the decision to place this grillage. You will notice that the grillage is only carried 50 feet back from the end of the bridge, and the conditions so far as they pertain to the fill are the same south of the bridge as they are immediately at the bridge end.

Our thought in placing the grillage was purely as a safeguard against movement of the fill which might damage the column of the bridge itself. Damage to the fill through such movement would be inconsequential and would not in any way warrant the placing of this grillage; however, even a slight lateral movement of the fill might do considerable damage to the columns.

In making a final decision on this matter, I would ask that you give consideration to the points brought out in my letter of October 16, and in the present letter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock
J. M. Devers

5-1 28152 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 5, 1936.

Mr. C. C. Hockley
Acting State Director
Public Works Administration
5[illegible] Failing Building
Portland, Oregon.

Dear Sir:

Construction on the Umpqua River Bridge at Reedsport will be far enough along by February 15, to permit the trucking of embankment material from the north end of the structure to the embankment at the south end of the structure, and in order to expedite the construction of this embankment, Teufel & Carlson, through their superintendent, L. G. Murray, have agreed to permit this trucking even though the bridge is not entirely completed on that date.

P.W.A. Circular 29445 provides that before partial occupancy of a struction, the applicant shall secure the approval of the State Director for such partial occupancy. This circular also requires that all insurance companies who have written insurance on the property are notified of the intended occupancy, that the contractor is advised in writing by the applicant, that the occupancy of the structure shall not be construed as an acceptance, and that any claims which the owners may have against the contractor shall not be deemed to have been waived by such occupancy; and that all building ordinances and regulations have been complied with.

In support of the above, I am attaching hereto copies of letters to Teufel & Carlson, general contractors, NePage-McKenny, subcontractors for the electrical work, the Associated Indemnity Corporation who carry the insurance for the general contractor, and the Great American Indemnity Company who carry the insurance for the subcontractor. The above letters are signed by J. M. Devers, attorney for the State Highway Commission. I am also enclosing a copy of letter to Teufel & Carlson, advising them as to non-acceptance and non-waiver of claims. This being a bridge structure, there are no building ordinances applicable, and the only regulations are the regulations of the War Department which have been complied with.

Mr. C. C. Hockley, #2 February 5, 1936.

I would appreciate early receipt of your approval of this partial occupancy.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

CC Mr. R. H. Corey
Mr. R. H. Baldock ✓
Mr. J. M. Devers
Mr. John Meagher, Reedsport

~~FORM~~ 1 28182 1800 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RHB

January 13, 1936.

Mr. C. C. Hockley
Acting State Director
Public Works Administration
808 Failing Building
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

In the contract for the construction of the Umpqua River Bridge at Reedsport, our Contract No. 1640, PWA Docket No. 982, it is provided that "All work included in this contract shall be completed on or before December 31, 1935."

On August 13, 1934, an Amendatory Agreement was entered into between the Oregon State Highway Commission and Teufel & Carlson, the contractors, extending this completion date to February 27, 1936. We hereby ask your approval of this extension.

In support of this request, we submit the following:

1. Photostaticcopy in triplicate of the above Amendatory Agreement, together with the consent of the surety companies thereto.

2. The contractors on this work are Teufel & Carlson, a copartnership, and the type of work is the construction of a bridge across the Umpqua River on the Oregon Coast Highway in Douglas County.

3. The contract for this work was approved by the Acting State Director, P. W. A., on August 2, 1934.

4. The contract was executed July 25, 1934.

5. The extension requested is from December 31, 1935 to February 27, 1936.

6. Work was begun on July 30, 1934.

7. The time of completion required under the original contract was December 31, 1935, and under the proposed extension February 27, 1936.

8. The contract provides that "The contractor shall pay to the state $100.00 per day for each calendar day after said completion date until the work provided for in this contract is completed or accepted."

The contract also provides that " In the event that the bridge is completed and ready for traffic before the specified completion date, as stated elsewhere herein, a saving will accrue to the state, and for each and every day that the bridge is under traffic (continuously and without further interruption of traffic) before said specified completion date, the state will pay to the contractor a bonus of $35.00."

9. Work is not yet completed on this structure.

10. The contract work is not yet accepted.

11. Extension of time is necessary in order to complete the structure.

12. Bids were received on this project on June 7, 1934. Final approval of the Loan and Grant Agreement under which this project was to be financed had not at that time been completed, and it was not until July 25, 1934, that the contract was executed by the contractors and the State Highway Commission. This executed contract was not approved by the Acting State Director, P. W. A., until August 2, 1934, a delay of 57 days subsequent to the opening of bids.

The contract for this project provides that:

> "Should such delay, if any, be occasioned by or on account of any act or cause chargeable to the state, then the time for the completion of said job will be extended for such additional period of time as is necessary to offset the delay chargeable to the state, provided the contractor shall, immediately upon the happening of such act or cause on the part of the state occasioning such delay, notify the state of the same and of the amount of the additional time required to complete said job, and in the event the contractor and the state are unable to agree with respect thereto the engineer's decision as to the amount of additional time to be allowed shall be final. It is understood, however,

7. The time of completion required under the original contract was December 31, 1935, and under the proposed extension February 27, 1936.

8. The contract provides that "The contractor shall pay to the state $100.00 per day for each calendar day after said completion date until the work provided for in this contract is completed or accepted."

The contract also provides that " In the event that the bridge is completed and ready for traffic before the specified completion date, as stated elsewhere herein, a saving will accrue to the state, and for each and every day that the bridge is under traffic (continuously and without further interruption of traffic) before said specified completion date, the state will pay to the contractor a bonus of $35.00."

9. Work is not yet completed on this structure.

10. The contract work is not yet accepted.

11. Extension of time is necessary in order to complete the structure.

12. Bids were received on this project on June 7, 1934. Final approval of the Loan and Grant Agreement under which this project was to be financed had not at that time been completed, and it was not until July 25, 1934, that the contract was executed by the contractors and the State Highway Commission. This executed contract was not approved by the Acting State Director, P. W. A., until August 2, 1934, a delay of 57 days subsequent to the opening of bids.

The contract for this project provides that:

> "Should such delay, if any, be occasioned by or on account of any act or cause chargeable to the state, then the time for the completion of said job will be extended for such additional period of time as is necessary to offset the delay chargeable to the state, provided the contractor shall, immediately upon the happening of such act or cause on the part of the state occasioning such delay, notify the state of the same and of the amount of the additional time required to complete said job, and in the event the contractor and the state are unable to agree with respect thereto the engineer's decision as to the amount of additional time to be allowed shall be final. It is understood, however,

> that a delay in the awarding of the contract, providing the award is made within forty-eight (48) hours of the time fixed for the receiving of bids, will not constitute cause for the extension of the specified time limit."

The extension granted under the Amendatory Agreement attached hereto, covers the 57 days delay mentioned above.

In view of the above, we request your approval of this time extension.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

cc R. H. Corey
J. E. Donaldson
R. H. Baldock
J. M. Devers

FORM S-E-1 25152 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Const
Coast Highway
Umpqua

December 26, 1935.

Mr. C. C. Hockley
Acting State Director
Public Works Administration
508 Failing Building
Portland, Oregon.

Dear Sir:

Under date of September 27, we applied to you for approval of a change order covering a pile relieving grillage around the footings and columns of Bent No. 1 of the Umpqua River Bridge at Reedsport. The conditions surrounding this were further explained in my letter of September 16.

Work is proceeding on this pile grillage, and in connection with it, we have found it necessary to move two power poles which carry a 2300 volt line across the area occupied by the grillage. The cost of moving these power poles was not a cost contemplated under the original agreement, and is covered by the price agreement dated December 20, 1935, copy of which is attached hereto.

I would ask that in making your final decision on this change order, that this price agreement be incorporated in the cost thereof.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP
cc R. H. Baldock
A. G. Skelton
L. L. Jensen

FORM B-E-1 20182 1500 10-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 14, 1935.

Mr. C. C. Hockley
Acting State Director
Public Works Administration
508 Failing Building
Portland, Oregon.

Dear Sir:

Under date of August 19, 1935, we received your conditional approval (Extra No. 9 YBB) for changes to Pier 3 of the Yaquina Bay Bridge. This approval covered the changing of the elevation of the bottom of seal from minus 50 to minus 47, the increasing of the seal depth from 11 to 16 feet, and the necessary revision of the reinforcing steel.

During the excavation of this pier, we found that the bay bottom consisted of 8 to 9 feet of sand from elevation approximately minus 13 to elevation minus 22, then a layer of sand and gravel containing boulders up to one foot in diameter and so compact that the driving of steel sheet piling through the layer was very difficult. This layer extended to an elevation approximately minus 40, a depth of 18 feet. From minus 40 to minus 55 was another layer of sand, and below this a layer of clay of an unknown depth but extending to at least minus 80.

The layer of gravel and boulders between minus 22 and minus 40 was very compact and provides a layer of stable material around the pier that effectively resists any scour or erosion. The contractor used steel sheet piling for the cofferdam. The sheet piling drove very hard from the top of the gravel layer down, and it was only by using a No. 1 Vulcan steam hammer that they could be driven at all. At minus 55 they refused even with the heavy equipment. Some damage was done to the bottom portion of the sheet piling in driving through the hard gravel layer.

We found that after excavating below elevation minus 40, that sand ran into the hole through and probably under the damaged sheet piling. The contractor had been working on this pier since November '34, and several times had the excavation down to elevation shown only to have material from the sand layer between minus 40 and minus 55, blew in through and under the sheet piling.

On August 25, Mr. McCullough visited the job, and found that the average elevation of the bottom of the seal was within a few tenths of a foot of the authorized minus 47, but that around the northwest corner, the bottom sloped up rather steeply to a maximum elevation of minus 38. The contractor agreed at that time to leave the steel sheet piling around this pier in place and to cut them off under water at approximately the elevation of the streambed. This left a steel casing around the footing down to elevation minus 55, or seven feet below the bottom of the concrete, as authorized under the change order.

The entire load of this pier was carried on the foundation piling which were driven to refusal at minus 80. The layer of gravel and boulders, some 18 feet thick, has never shown any tendency to scour with tidal currents even when accentuated by the cofferdam and false work. We know that under these conditions this pier is absolutely safe, and in view of the fact that the contractor had repeatedly tried to get his excavation down to the minus 47, without success, the placing of the seal was authorized.

Any further attempts to have carried the excavation down would have meant the pulling out of the present cofferdam and the starting over again with new piling, and we could not anticipate any better success with a new cofferdam than with the one which we had already used. Knowing that the pier as built was absolutely safe, we did not feel justified in forcing the contractor to this additional expense.

We were advised under date of September 9, 1935, by Mr. Corey, that our action in placing this seal had been held as a violation, and that an explanation was asked for. This was submitted to Mr. Corey on September 10, 1935. I understand that our explanation has not cleared up this violation.

In order to do so, I am therefore submitting a copy of our drawing 4850, revised to show the elevation of the bottom of this footing as actually placed, and showing the sheet piling left in place and cut off at approximately streambed.

Since the average elevation of the bottom of seal is not ojanged, there will be no change in the cost of the structure.

I am asking that you approve these plans so that this violation may be cleared up.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

CC R. H. Corey
R. H. Baldock
R. A. Furrow
M. E. Reed

FORM 9-E-1 26152 1000 10-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 5, 1935.

Mr. E. G. Hall
Gardiner, Oregon.

Dear Sir:

We have investigated the new Umpqua River Bridge at Reedsport relative to stresses under the 44 ton shovel which you requested permission to take across, and find that this load and distribution will seriously overstress the deck. In this investigation we have taken into account the fact that you can rest the boom and dipper on a truck and further decrease the load to approximately 38 tons.

We would ask therefore that you take some steps to materially lighten the load before taking the shovel across and that before doing so we be advised as to the total load of the lightened shovel.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock
H. G. Smith
E. A. Collier

FORM 9-E-1 23188 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 3, 1935.

Mr. E. A. Collier
Division Engineer
State Highway Department
Roseburg, Oregon.

Dear Sir:

It has been reported that Mr. Hall plans on using eight-yard trucks in moving material across the Umpqua River Bridge.

Will you kindly check up on the approximate weight of these loaded trucks, together with the gauge of the truck and the spacing between axles.

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

GSP:AP

FORM B-E-1 25152 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 3, 1935.

Teufel & Carlson
Contractors
Reedsport, Oregon.

Gentlemen:

With reference to your letter of November 20, requesting a power connection at the Umpqua River Bridge, we can advise that we are negotiating with the West Coast Power Company for a power supply. These contracts for power supply will carry with them a minimum service charge and if the connection is made before the bridge is accepted, this power will will have to be paid by your firm.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

NOTED

GSP:AP

cc R. H. Baldock
L. L. Jensen

FORM 5-E-1 25152 1500 10-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Const.
Bridges-Coast
Umpqua River

December 3, 1935.

Mr. E. A. Collier
Division Engineer
State Highway Department
Roseburg, Oregon.

Dear Sir:

In your letter of November 29, with reference to the power line alongside the Winchester Bay Mill Company's trestle, you mention three bare copper wires carrying 2300 volts. In order to get sufficient clearance above the roadway these wires will have to be reasonably close to the bottom of the girder. While a short from these wires could not conceivably do any serious damage to the bridge, I am fearful that some one might with a wet pole or in some other way make a contact from the sidewalk of the bridge. It is my opinion that these 2300 volt wires should be insulated for the section under the bridge. Single wire insulated cables are on the market which will successfully carry up to 6,000 volts. The clearance of four feet below the bottom of the girder and the span length of 80 feet for this section is satisfactory.

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock
H. G. Smith

FORM S-E-1 25152 1500 10-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY.

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Const
of Hwy Bridge
Umpqua

November 15, 1935.

Mr. E. A. Collier
Division Engineer
State Highway Department
Roseburg, Oregon.

Dear Sir:

Yesterday I wrote you advising you as to the rebuilding of the electric light line alongside the Winchester Bay Mill Company's trestle.

In order to have a proper record of this installation, we will issue a permit to the Winchester Bay Lumber Company covering the line. I would like advice from you as to the location of the line and as to whether or not you think it advisable to attach the insulators carrying the line directly to the bridge. Upon receipt of this information we will make out the necessary permit and return it to you for presentation to the Winchester Bay Lumber Company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

CC Mr. Baldock ✓
Mr. Glaisyer
Mr. H. G. Smith
Mr. Jensen

[illegible]
Coast Highway
Umpqua

November 13, 1935.

Mr. R. H. Baldock

I do not see where this department can object to the construction of the wharf mentioned in the attached. The wharf fronts on the Port of Umpqua's property and is entirely within the harbor lines.

It would of course have been better for us had the wharf been constructed below the bridge as it would perhaps have saved many openings of the structure. The Port property, however, is above the bridge and I do not think there is anything we can do about it.

GSPaxson

G. S. Paxson

GSP:AP

Attached

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
FIRST PORTLAND DISTRICT
PORTLAND, OREGON

Address Reply to
THE DISTRICT ENGINEER
306 Customhouse.

October 26, 1935.

File No. UR 131/5.4

OCT 28 1935

Gentlemen:

Application has been made to this office by the PORT OF UMPQUA of REEDSPORT, OREGON, for a permit to construct a wharf in the UMPQUA RIVER between the highway and railroad bridge crossings at REEDSPORT, OREGON.

The proposed work consists of a pile and timber wharf 79 feet by 660 feet, constructed to an elevation of 14 feet above mean lower low water, the outer face of which will coincide with the Port harbor line.

Maps showing exact location and extent of the proposed work may be seen at this office.

Any objection from the standpoint of navigation should be received at this office not later than NOVEMBER 5, 1935.

Yours very truly,

Milo P. Fox
Milo P. Fox,
Lieut. Col., Corps of Engineers,
District Engineer.

FORM B-E-1 22374 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

[illegible] Hinsdale [illegible]
Umpqua

October 21, 1935.

Mr. D. R. Smith
Reedsport, Oregon

Dear Sir:

We have a report from Mr. Hinsdale, Manager of the Umpqua River Navigation Company, stating that on the 2:45 Northbound trip on October 19, that two boys dropped rocks off of the new bridge onto the ferry boat. One of these rocks hit a Mr. Myran H. Willard of Eugene, knocking him unconscious.

Mr. Hinsdale has reported this to his bonding company for investigation.

Offhand, I would say that it is one of the responsibilities of the bridge contractor to see that unauthorized persons are not permitted on his work, and responsibility for this incident may eventually rest with the bridge contractors.

Please bring this matter to Mr. Murray's attention, and see that proper steps are taken so that unauthorized visitors are not permitted on the work.

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc Teufel & Carlson, Attn. Mr. Murray
J. M. Devers
R. H. Baldock

UMPQUA RIVER NAVIGATION COMPANY
GARDINER, OREGON

October 19, 1935.

COPY

Mr. G. B. Eckles, Manager
U. S. Fidelity & Guaranty Co.,
Bedell Bldg.,
Portland, Oregon.

Dear Mr. Eckles,

On the 2:45 P.M. trip North Bound on the ferry Cathlamet, several of the passengers were standing on the deck of the ferryboat and when the boat passed under the new highway bridge two boys dropped rocks, one rock hitting the water in front of the ferryboat and the other hit a man directly on top of the head, which knocked him cold.

The mans name is Myran H. Willard; 856 E. 12th Street, Eugene, Oregon. This man was unconscious for several minutes but was able to write his name and address and continue on his way, and the general impression gathered from the captain and the deckhands on the boat was that the man was not severely hurt however such might not be the case.

The local state police will get the names of the two boys but at this writing that information is not available.

After this happened the ferry landed immediately and one of my deckhands and the bridge crew tried to catch the boys, but were unable to find them. Some of the bridge crew however will be able to identify the boys in question.

I am sending a copy of this letter to Mr. G. S. Paxson Bridge Engineer for the Oregon State Highway Department.

Any further information I shall try and assist you with.

Very truly yours,

O. H. Hinsdale (signed)
Manager

FORM 8-B-1 22374 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

October 6, 1935.

Mr. C. C. Hockley
Acting State Director
Public Works Administration
808 Failing Building
Portland, Oregon.

NOTED
State Highway Engineer

Dear Sir:

On September 27, we sent you a request for the approval of a change order covering the construction of a relief grillage around Bent No. 1 of the Umpqua River Bridge. We considered this grillage necessary to insure that no damage be done to the footings and columns of this bent by movement of the approach embankment and the sub-soil under pressure from this embankment. It seems to us that this is a proper charge against the bridge construction since it is for the purpose of safeguarding of a portion of the bridge. We do not anticipate that damage will be done to the fill through any settlement which might occur and are only continuing the grillage for some fifty feet beyond the end of the bridge. The remainder of the approach embankment rests directly on the sub-soil.

It seems to us that in dividing the cost of any project between the approach embankment and structure that the cost of safeguarding the structure from any damage which might result from careful placement of embankment materials should logically be borne by the structure.

Had we cared to do so, we could undoubtedly have designed a massive abutment which would have retained the fill and have withstood its entire pressure. Such abutments are very expensive and we have found it more economical in most of our work to use columns and to allow the embankment material to take its own slope under the end of the viaduct. We consider this grillage as in the nature of a substitute for the heavy and expensive abutment which might have been

H. B. GLAISYER, SECRETARY
G. WASHBURNE, EUGENE
RICH, PENDLETON
ELL, CHAIRMAN, PORTLAND

constructed, and for the above reasons, we have made the application for a change order, adding this grillage to the cost of the structure.

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

GSP:AP

CC Mr. R. H. Baldock ✓

FORM E-1 22374 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 27, 1935

Mr. C. C. Hockley
Acting State Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Mr. Hockley:

We hereby request your approval of a change around bent 1 at the south end of the Umpqua River Bridge.

This change consists in the construction of a pile relieving grillage to prevent the load of the approach embankment damaging the footings and columns of the end approach bents. The approach fill at bent #1 is approximately 24' in height and rather than build a heavy and expensive retaining wall at this bent, we have planned on permitting the fill to extend around the columns and under the end of the bridge at the natural slope of the embankment material. The natural ground at this point is quite soft for a depth of approximately 30' at which point a strata of reasonably hard material is encountered.

We are now building an embankment on similar material not far from this proposed approach embankment and find that under the weight of a fill of this height, there is considerable lateral movement of the natural ground; in fact, so much lateral movement that we are very fearful that unless controlled, serious damage might be done the footings and columns. We, therefore, propose to place a pile relieving grillage to support the weight of the fill. Details of this grillage are shown on the attached sketch.

The piling for this grillage will be driven into the solid strata approximately 30' below the ground surface. Since this material will all be either below or approximately at high water elevation and will always be sealed away from the air, we are using untreated material.

The cost of this work is approximately as follows:

12,000 lin.ft. of piling at 33¢	$ 3,960.00
40 MBM lumber at $20 per MBM	800.00
	$ 4,760.00

This work will be done under the attached Price Agreement as provided for in the general specifications, paragraph 1058.

Since this is a necessary contingency, we ask your approval for payment therefor from construction funds.

Very truly yours

C. B. McCullough
Asst. State Highway Engineer

GSP LD
Enc.

cc H. S. Wall
D. R. Smith
R. H. Baldock
J. M. Devers

FORM B-E-1 22374 1500 6-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

Coast Hwy
Umpqua River Brdg.

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 27, 1935

Mr. C. C. Hockley
Acting State Director
Public Works Administration
508 Failing Building
Portland, Oregon

NOTED

Dear Mr. Hockley:

We hereby ask your approval for a change order covering the placing of riprap around piers #3, 5 and 6 of the Umpqua River Bridge at Reedsport.

Pier #3 is on a hard gravel strata without piling while piers #5 and 6 are in softer material on piling. No serious scour has occurred around any of these piers but we consider it good insurance to prevent such scour by the use of riprap. We are, therefore, planning on placing 500 cu. yds. around each of these piers.

The cost of this work will be as follows:

1,500 cu.yds. riprap at $3.00 per cu.yd. $4,500.

This work will be handled under the attached order for extra work as provided in the general specifications, paragraph 1058.

Very truly yours

C. B. McCullough
Asst. State Highway Engineer

GSP LD
Attached
cc H. S. Wall
D. R. Smith
R. H. Baldock
J. M. Devers

FORM 5-2-1 22374 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Const.
Coast Hwy Bridges
Umpqua River

September 16, 1935.

Mr. C. C. Hockley
Acting State Director
Public Works Administration
506 Failing Building
Portland, Oregon.

Dear Mr. Hockley:

We hereby request your approval of a change order covering foundations for Pier 7 and Bents 22 and 23 of the Umpqua River Bridge at Reedsport.

All of these foundations are on solid rock which is more or less irregular, and the changes herein requested are to enable us to better fit in with this irregular rock surface. The foundations of Pier 7 and Bent 22 have been raised, and the foundation of Bent 23 has been lowered. The details of this change are shown on drawings 4453, revised, and 4978, which is a new and additional drawing for this structure.

The cost of the change is as follows:

Increased Cost

Bent No. 23:

Excav. Below Elev. Shown	35 cu.yds at $12.00	$420.00
Cl. "A" Conc. in Cols., beams & Pier shafts	11 cu.yds at $25.00	275.00
Metal Reinf.	12,000 pounds at $0.055	66.00
	Total Increased Cost	$761.00

Decreased Cost

Pier 7:

Excav.	20 cu.yds at $12.00	$240.00
Cl. "A" Conc. in Cols., beams & pier shafts	7 cu.yds at $25.00	175.00

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY
COMMISSIONERS
1200 6-28

Decreased Cost - continued

	Brought fwd. (Pier 7)	$415.00
Bent No. 22:		
Excavation	10 cu.yds at $12.00	$120.00
Cl. "A" Conc. in Col.s, beams & pier shafts	4 cu.yds at $25.00	$100.00
Total Decreased Cost		$635.00
Net Increased Cost		$126.00

Since this is a necessary contingency, we ask your approval of payment therefor from construction funds.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

GSP:AP

cc R. H. Baldock
J. M. Devers
R. H. Corey
D. R. Smith, Res. Engr.

22378 2M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Umpqua River Bdg.

August 12, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer
Office

Dear Sir:

Did you write to the Port of Umpqua about the action of the Commission with reference to their claim for reimbursement for the cost of removing falsework under the Umpqua River bridge to allow passage of the dredge?

Very truly yours,

RHB

State Highway Engineer

RHB:HI

letter written 8/1/35
HBG

Umpqua River Bridge

August 12, 1935

Mr. H. B. Glaisyer
Office

Dear Sir:

Did you write to the Port of Umpqua about the action of the Commission with reference to their claim for reimbursement for the cost of removing falsework under the Umpqua River bridge to allow passage of the dredge?

Very truly yours,

State Highway Engineer

RHB:HI

FORM B-E-1 22974 1500 5-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 5, 1935

Mr. C. C. Hockley
Acting State Director
Public Works Administration
508 Failing Building
Portland, Oregon

NOTED
State Highway Engineer

Dear Mr. Hockley:

Attached hereto is an amended extra order No. 7 URB. As you will remember, we submitted the original application for this change order under date of May 27 and advised at that time that the quantities and costs shown were tentative as we were uncertain as to the material which would be encountered at elevation -40. On June 7 we advised you as to the revision necessary at pier 5 and in your reply you asked that a formal amendment of the change order be deferred until such time as the data was available for pier 6.

We have completed the excavation at pier 6 and have tested out the foundation material and now submit an amended change order covering both piers 5 and 6. The work at pier 6 has been discussed with the P.W.A. Resident Engineer Inspection on the job from time to time but in order that you may be in possession of full information concerning this work we give herein a brief history of the conditions surrounding it.

Subsequent to Mr. Bowman's visit to these jobs last year, we received a request that the foundations for piers 5 and 6 be lowered to elevation -40. Upon excavating to elevation -40 at pier 6 we encountered a sandstone strata covering approximately 1/4 of the area of the foundation. The remainder of the foundation area was underlaid with a rather stiff clay in which timber piling could be driven quite easily. In order to determine whether or not this sandstone was a ledge or detached fragment we drove three steel piling. We found that the sandstone strata varied in thickness from seven feet to nothing and that it was underlaid with the same clay as appeared in the remainder of the foundation area.

We, therefore, set up a churn drill and drilled and blasted the sandstone, breaking it up so that timber piling could be driven through it and on into the clay strata below. We have secured a penetration of approximately 30' below -40 into this clay giving us a safe and adequate foundation.

The drilling and blasting of this sandstone is an item of work not contemplated under any of the bid items and we are therefore proceeding under the Extra Work Order attached hereto. The driving of the test piling is also considered as Extra Work under paragraph 3039 of the general specifications. With this extra depth of foundation we have considered it necessary to thicken the seal and make several changes in the footings which are shown on the attached drawings.

Very truly yours

C. B. McCullough
Assistant State Highway Engineer

GSP LD
Enc.

cc D. R. Smith
Homer S. Wall
R. H. Baldock
J. M. Devers

FORM B-E-1 22374 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

Const
Bridges-Coast Hwy
Umpqua River

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 3, 1935

Mr. C. C. Hockley
Acting State Director
Public Works Administration
508 Failing Building
Portland, Oregon

NOTED
[illegible] Highway Engineer

Dear Mr. Hockley:

Under date of June 7, 1935, you advised us that you preferred to delay the amending of Extra Order No. 7 URB relating to piers 5 and 6 until such time as full information concerning pier 6 was available. We have now completed the excavation and tested out the foundation material at this pier and submit the following as an amended Extra Order No. 7 URB.

(A) Increase depth of concrete foundation at piers 5 and 6 to elevation -40 and make necessary changes in the dimensions of the seal and footings for these additional depths, all as shown on drawing No. 4954, revised August 3, 1935, and drawing No. 4956, revised June 6, 1935.

(B) Drive steel test piling at pier 6 to determine thickness of sandstone strata encountered at elevation-40 over a portion of the foundation and since this strata is too thin and of too limited an area to give an adequate support for the foundation, to break the strata up by drilling and blasting so that foundation piling may be driven through it into the clay below.

The estimated cost of the work outlined above is as follows:

(A) - Increased Cost:

Excavation below elevation shown, 470 cu. yds. at $12.00	$ 5,640.00
Seal Concrete, 620 cu. yds. at $10.00	6,200.00
	$11,840.00

Decreased Cost:	
Class "B" Concrete, 150 cu.yds. at $14.00	$ 2,100.00
Class "A" Concrete in pier shafts, 3 cu. yds. at $25.00	75.00
Metal Reinforcement, 400 pounds at 0.055	22.00
	$ 2,197.00
Net increased cost Item (A)	$ 9,643.00

(B) - Drive steel test piling and drill and blast sandstone strata:

Labor	$ 600.00	
Industrial Accident Insurance	60.00	
Plus 15%	99.00	759.00
Equipment rental		350.00
Steel Piling	135.00	
Misc. Material	25.00	
Plus 5%	8.00	168.00
Total Item (B)		$ 1,277.00

Total increased cost of Change Order 7 URB, $10,920.00

The work listed under Item (A) is to be done in accordance with the specifications accompanying the contract between the Oregon State Highway Commission and Teufel and Carlson, contractors, dated July 25, 1934, and is to be paid for at unit prices named in said contract. The work listed under Item (B) is to be done on a cost plus basis as provided in paragraph 1058 of the general provisions of said contract.

Since the above work is necessary for the safety of the bridge and is a contingency contemplated and provided for in the original specifications, we ask your approval of the payment therefor from construction funds.

Very truly yours

C. B. McCullough
Assistant State Highway Engineer

CBM LD
Enc.
cc Homer S. Wall
D. R. Smith
R. H. Corey

FORM B-E-1 22374 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Const.
[illegible]
Umpqua River

August 8, 1935

Mr. R. H. Corey
State Engineer Inspector
Public Works Administration
527 U. S. Courthouse
Portland, Oregon

Dear Mr. Corey:

The following is the data which you requested on the approaches to the Umpqua River Bridge at Reedsport at our conference July 31.

The main crossing of the Umpqua River is the only item of the project which is covered by P.W.A. funds. The placing of the earth embankment on the south end of the bridge, the making of the cut through Bolan Island, the embankment to the north of Bolan Island and the trestle across the Smith River channel are financed by the state and regular federal aid road funds.

The main river bridge will be completed somewhere around January 1, 1936. A contract was let on June 7, 1935 to T. H. Cochran for the removal of 105,000 cu. yds. of material from the Bolan Island cut. This material makes the fill across the marsh land between Bolan Island and the Smith River channel. Up to date approximately 75,000 yards have been moved on this contract leaving about 30,000 yards yet to move. On August 29 we expect to let a contract for the building of the trestle across the Smith River channel. The total length of this trestle is 1613 feet. We expect this trestle to be completed by January 31, 1936.

The total yardage in the Bolan Island cut is estimated at 225,000 yards, leaving 120,000 yards not covered by contract. We expect to let a contract for the completion of this cut about January 1, 1936. Of this 120,000 yards, 72,000 yards are to be moved across the new bridge to make the fill at the south end of the bridge and 18,000 yards are to be moved across the Smith channel trestle to complete the approach embankment on the north side of the Smith channel. We estimate the completion date of this grading at April 30, 1936.

You will notice that this leaves us an excess of approximately 20,000 yards of material to take up any settlement of the embankment which may occur in the marsh land under the proposed embankments. It will, therefore, not be necessary to borrow any material for the south approach embankment.

The length of the fill at the north of Bolan Island is 1450 feet and varies in height from 8 to 29 feet. The total length of the fill at the south end of the bridge is 3900 feet and varies in height from nothing to 25 feet.

This schedule of operations would permit us to open the Umpqua River Bridge for traffic about April 30, 1936. The dates given are, of course, only an estimate as this grading work will be done during the worst season of the year and it is impossible to forecast definitely the progress that will be made.

Trusting that this gives you the required information, I remain,

Very truly yours

C. B. McCullough
Assistant State Highway Engineer

GSP LD

cc R. F. Baldock
[illegible] Devers

FORM 5-A-1 19164 5M 1-35

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const.
Bridges-Coast Rd
[illegible]

August 2, 1935

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

In response to your letter of July 31st, requesting information on the approaches to the Umpqua River bridge will answer as follows:

1. The total estimated yardage in the Bolon Island cut is 225,000 yards, of which 105,000 yards is under contract and 120,000 is yet to be let.

2. The number of yards to be moved into the fill on Bolon Island is 105,000 of which 75,000 has now been moved.

3. Number of yards to go across the Umpqua bridge to the Reedsport fill is 72,000.

4. There appears to be ample material in the Bolon Island cut to complete the Reedsport fill and it is not planned to borrow any material.

5. Estimated date of starting grading on new contract on Bolon Island is January 1, 1936, and estimated date of completion April 30th, 1936. This grading work will be done during the worst weather in the year. 72,000 yards are to be moved south across the Umpqua bridge and 18,000 are to be moved north across the Smith Channel bridge to the cannery. The completion date is therefore somewhat unsettled.

6. Total length of fill on Bolon Island 1450 feet varying from 8 to 29 feet in height. Total length of fill in Reedsport 3900 feet varying in height from 0 to 25 feet.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

Const
Coast Hwy Bridges
Umpqua

August 1, 1935

Port of Umpqua Commission
Reedsport, Oregon

Gentlemen:

The State Highway Commission had under consideration at its last meeting your claim for reimbursement of expense incurred by you in tearing out faist work beneath the Umpqua River bridge to allow passage of your port dredge "Umpqua".

I was instructed to inform you that the Commission finds it necessary to deny your claim.

Very truly yours,

HEG:OG

Secretary

5M 1-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Const.
Coast Hwy Bridges
Umpqua River

OREGON STATE HIGHWAY COMMISSION

SALEM

June 27, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Port of Umpqua Commission
Reedsport, Oregon

Gentlemen:

Your claim for the cost of tearing out falsework underneath the Umpqua River bridge will be discussed at the next Highway Commission meeting.

Very truly yours,

RHB

State Highway Engineer

RHB:HI

cc Mr. H. B. Glaisyer

June 25, 1935.

Mr. R. H. Baldock:

I am handing you herewith statement of the Port of Umpqua, billing the State Highway Commission for $350.00 for the cost of tearing out false work underneath the Umpqua River Bridge in order that the Port might move out their dredge from McIntosh Slough.

You will recell that this matter was discussed with the Highway Commission over a year ago. We gave the Port every opportunity to move their dredge before our contractor got his false work across. In fact, we went as far as to hold up our contractor for two or three days in order that they might get their dredge out.

Several months later after the false work had been built, the dredge was moved out, necessitating the tearing down of a portion of our false work. The contractor naturally billed the Port for this work, and I assume that the Port has paid him although I do not know.

At any rate, the Port now seeks to bill us for the cost, and under the circumstances, I see no reason why we should pay it. I am sending this to you for instructions and advice. If you concur in my recommendation, I will return the bill to the Port with the statement that we can not accept this charge.

C. B. McCullough

CBM:AP
Attached

MISSIONERS:
RUSSELL J. HUBBARD, President
WILL DAILEY, Vice-President
JAMES W. FORD, Jr., Secretary
O. H. HINSDALE, Treasurer
NORMAN WEATHERLY

PORT OF UMPQUA
COMMISSION
REEDSPORT - OREGON

June 15,1935

Oregon State Highway Commission
Salem, Oregon

Gentlemen;

Enclosed statement of the Port of Umpqua for removing falsework and tramway to allow Port Dredge "UMPQUA" to pass.

We had thought that this matter had been settled, and it was not until we received a bill from Teufel & Carlson the bridge contractors at Umpqua that we foundout that it had not been settled.

We shall appreciate your attention to this matter

Yours very truly
Port of Umpqua Commission
By O H Hinsdale
Treasurer

REEDSPORT, OREGON, June 15,1935

PORT *of* UMPQUA

Douglas County, Oregon

To OREGON STATE HIGHWAY COMMISSION ~~Dr.~~

April	Cost for removing false work and tramway to allow		
	Dredge "Umpqua" to pass	350.00	

JUN 21 1935

REEDSPORT, OREGON, June 15,1935, 193

PORT *of* UMPQUA

Douglas County, Oregon

To OREGON STATE HIGHWAY COMMISSION ~~Dr.~~

April	Cost for removing false work and tramway to allow Dredge "Umpqua" to pass		350.00	

[illegible] 1935

REEDSPORT, OREGON, June 15,1935

PORT *of* UMPQUA

Douglas County, Oregon

To OREGON STATE HIGHWAY COMMISSION ~~Dr.~~

April	Cost for removing false work and tramway to allow			
	Dredge "Umpqua" to pass	350.00		

[illegible] 1935

To Port of Umpqua, Dr.

NOTE — All claims must state in detail dates of service, or date supplies were furnished, rate per day, month or year, or price per unit. Claims not showing these items will be returned for correction.

Postoffice Address Gardiner, Oregon

DATE	NATURE OF CLAIM	AMOUNT
	For Costs of removing falsework and bridge tramway to allow Port dredge to pass *the Oregon State Highway Commission, as per attached statement:*	$ 350.00

FOR USE ONLY OF DEPARTMENT OF STATE

Audited and approved by ....

Period covered ....

Items ....

Registered by ....

Computed by ....

Checked by ....

Total $ 350.00

Total amount allowed, $ ....

Audited by ....

STATE OF OREGON,
County of Douglas } *ss.*

I, O.H.Hinsdale; Treasurer (Name), *being first duly sworn, depose and say, upon oath, that I am* Treasurer of the Port of Umpqua (If firm or corporation, state capacity in which employed)*; that I have knowledge of the above-described and attached claim; that the foregoing account is correct and just; that the* service (Material or service) *therein specified* has beenn rendered (Has been furnished or rendered) *the State of Oregon as stated; that the charge therefor is reasonable, and that no part thereof has been heretofore paid.*

PERSON MAKING AFFIDAVIT SIGN HERE O H Hinsdale (Name) (Treasurer

Subscribed and sworn to before me this 24 *day of* June, *A. D. 193*5

Notary Public for Oregon.

My commission expires Jan 26. 1936

{NOTARIAL SEAL}

Warrant No. B .... *issued in payment of the within claim.*

FORM 8-E-1 22374 1800 6-35
4
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

[illegible]

July 31, 1935.

Mr. E. A. Collier
Division Engineer
State Highway Department,
Roseburg, Oregon.

NOTED
State Highway Engineer

Dear Sir:

The PWA are interested in the approaches to the Umpqua River Bridge for the reason that the completion of these approaches rather than the bridge will control the opening of the bridge to traffic. The request information as follows:

1. Theestimated yardage in the cut on Bolon Island.
2. The number of yards to be moved north into the fill across the tide flat north of Bolon Island.
3. The number of yards going across the bridge deck to the fill on the south end of the bridge.
4. Whether or not there is enough material in the cut on Bolon Island to make this fill on the south end of the bridge, or whether the fill will be completed from material borrowed from other sources.
5. An estimate of the date of starting the grading work and the completion thereof.

I suppose the grading will be started as soon as we can haul across the bridge, and if you can give me the length of time which you propose to allow the grading contractor, I will make a guess at the completion date.

Mr. E. A. Collier, #2 July 31, 1935.

I would also like to know the total length of the fill on both the north and the south approach, and the maximum and minimum height of these fills.

Very truly yours,

G. S. Paxson
Field Engineer

CC R. H. Baldock

GSP:AP

FORM 6-E-1 22374 1500 6-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Const
Bridges-Coast Hwy
Umpqua River

July 22, 1936

Mr. C. C. Hockley
Acting State Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Mr. Hockley:

We hereby make application for approval of a change in the specifications for the surface finish of the exposed concrete on the Umpqua River Bridge, which change is fully set forth in the attached amended agreement. This change eliminates the coat of waterproofing solution, which has proven inadequate and unsatisfactory, and since this change in specification decreased the contractor's cost, the state and the contractor have agreed that the final estimate shall be decreased by the sum of $995.00.

The net decrease in cost of the project due to this change order is $995.00.

We are attaching hereto, six copies of the amended agreement.

Very truly yours

C. B. McCullough
Assistant State Highway Engineer

GSP LD
Enc.

cc D. R. Smith
J. M. Devers
R. H. Baldock ✓

FORM 5-E-1 9842 1M 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Construction
Bridges - Coast Hwy
Umpqua

February 7, 1934.

Mr. C. C. Hockley
State Engineer for Oregon
Public Works Administration,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your communication of February 6, making inquiry as to the status of the following drawings:

4975 Details of Machinery (for construction)
4976 Details of Machinery (for construction)
4978 Center Wedges

The first two numbers refer to details of certain traffic barriers. We have not quite decided whether to include them in the bridge contract or construct them later as a special item. (We already have provided suitable traffic arm gates.) The last drawing number is for further details of center wedges and perhaps it is just as well not to develop this drawing until after the contract is let and we have had a chance to check over the machinery shop drawings submitted.

The Umpqua River Bridge plans are complete and ready for letting as they stand. We simply left these three drawing numbers blank in case we might find it advisable to fill in these details later on. If we include any additional traffic barriers or warning devices in connection with the contract for the bridge we will of course submit these plans to you for approval.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

Coast
Coast Hwy Bridges

Umpqua

June 27, 1936

Port of Umpqua Commission
Reedsport, Oregon

Gentlemen:

Your claim for the cost of tearing out falsework underneath the Umpqua River bridge will be discussed at the next Highway Commission meeting.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. H. B. Glaisyer

FORM 9-2-1 10028 2M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

Const. Bridges
Coast Hwy
P.W.A. Regular

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 7, 1935.

Mr. C. C. Hockley
State Engineer, PWA.,
U. S. Courthouse
Portland, Oregon.

State Highway Engineer

Dear Sir:

Under date of May 27, we applied for approval of a change order covering changes in the footings for Piers 5 and 6 of the Umpqua River Bridge.

On this application for change order, the quantities for the two piers were not segregated. In this application we advised you that a revision of the change order would probably be necessary and would be made as soon as better information was available concerning the foundation conditions.

We have now completed the excavation of Pier 5 to minus forty and can make a final estimate of cost and a revision of plans covering changes to this pier. No work has been done on Pier 6 as yet, and the details of the revision can not be determined at this time.

To avoid confusion, we are asking that you cancel our application of May 27, and substitute therefor the following change covering Pier 5 only. A separate application covering Pier 6 will be made later.

Our estimate of the cost of changes to the footings at Pier 5 is as follows:

__Increased Cost:__

Excav. below elev. shown	200 cu.yds at $12.00	$2,400
Seal Concrete	290 cu.yds at $10.00	2,900
Total Increased Cost		$5,300

Mr. C. C. Hockley, #3 June 7, 1935.

Decreased Cost:

Cl. "A" Conc. in Pier Shafts	14 cu.yds	at $25.00	$350.
Metal Reinforcement	600 lbs.	at $0.055	33.
Foundation Piling	800 lin.ft	at $0.575	460.
Total Decreased Cost			$843.
Net Increase in Cost			$4,457.

Details of the above change are shown on drawing 4956, revised as of June 7, 1935.

The above increase in quantities will be paid on unit prices as bid in the contract.

Since the above is a necessary contingency, we ask your approval for the payment therefor from construction funds.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

GSP:AP

FORM 9-E-1 22374 1500 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Extension time

Teufel & Carlson
Reedsport, Oregon.

Gentlemen:

Receipt is acknowledged of your communication of June 28, requesting an extension of time of fifteen additional days on account of changes in depth and increased quantities of excavation in the pier concrete in Pier 3 of the Umpqua River Bridge at Reedsport for which your firm has the contract.

In view of the fact that there is no indication that this job will over-run the time limit and therefore need an extension of time, we do not feel that we can act upon this request.

If it is not possible to complete this job within the time limit specified, we shall be glad to consider a request for additional time on its merits at that time.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc Mr. R. H. Baldock
Mr. C. C. Hockley
Mr. D. R. Smith

FORM 5-E-1 10638 2M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

Coast Hwy Bridges

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 27, 1935

NOTED
State Highway Engineer

Mr. C. C. Hockley
State Engineer for Oregon
Public Works Administration
521 U. S. Courthouse
Portland, Oregon

Dear Sir:

We hereby request your approval for a change in the footings of piers 5 and 6 of the Umpqua River Bridge at Reedsport. This change consists in the lowering of the footings of pier 5 from elevation -32 to elevation -40 and in the lowering of the footings for pier 6 from elevation -34 to -40 with the necessary change in the dimension of the seal and footings for these additional depths.

Our estimate of increased cost for this change is as follows:

Excavation Below Elevation Shown, 450 cu.yds. at $12.00	$ 5,400.00
Seal Concrete, 200 cu.yds. at $10.00	2,000.00
Class "A" Concrete in Pier Shafts, 37 cu.yds. at $25.00	925.00
Metal Reinforcement, 1,400 pounds at 0.055 per lb.	77.00
Driving four test piling at $50.00 per pile	200.00
Total Increased Cost	$ 8,602.00

Of the above costs, all of the items with the exception of the test piling will be paid for on unit prices bid in the contract. The driving of the test piling will be covered by an Extra Work Order as per paragraph No. 1058 of the general specifications. Details of these changes are shown on drawings No. 4954 and 4956, copies of which will be sent you as soon as printed.

This application for a change is being put in at this time in order to cover the excavation down to elevation -40. When the excavation has proceeded to this depth we will drive test piling to determine the practicability of the type of footing shown. If it is not possible to get adequate piling penetration under these footings, we will continue the excavation to a hard strata which, from the information now at hand, we expect to find at elevation -42 or -43 and found thereon. Should it develop that we are not able to drive foundation piling an application for a revision of the above change order will be made.

Since this is a necessary contingency, we ask your approval for the payment of its cost from construction funds.

Very truly yours

C. B. McCullough
Assistant State Highway Engineer

CBP LD

cc D. R. Smith
Homer S. Wall
R. H. Baldock ✓
J. M. Devers

FORM S-E-1 16638 2M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

NOTED

April 23, 1935.

Mr. C. C. Hockley
State Engineer, PWA
U. S. Courthouse
Portland, Oregon.

Dear Mr. Hockley:

Receipt is acknowledged of your communication of April 12, in rererence to the Poole & McGonigle subcontract, Umpqua River Bridge.

We have already written you in reference to the Poole & McGonigle subcontract for the Siuslaw River Bridge, and our comments and observations in reference to this latter structure also apply in the case of the Umpqua River Bridge.

In other words, we concur absolutely in your opinion that this is simply an arrangement for the purchase of material rather than a subcontract. In this case, also, Poole & McGonigle will not perform any labor at the site of the work.

Answering the last paragraph of your communication, we are asking Poole & McGonigle to sign a revised certificate of compliance, and will forward the same to you as soon as it is received.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

FORM S-K-1 15057 1M 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

October 25, 1934

Mr. C. C. Hockley,
State Engineer for Oregon,
Public Works Administration,
U. S. Courthouse,
Portland, Oregon.

Re: Public Liability Ins.,
Umpqua River Bridge
P. W. A. Docket 982

Dear Sir:

I hand you herewith four copies of a certificate made by the Associated Insurance Companies with respect to policy No. L. P 1192 Owners' and Contractors' Protective Public Liability Policy issued in connection with Teufel and Carlson's contract for the construction of the bridge over the Umpqua River, and also four copies of a certificate made by the Associated Insurance Companies with respect to policy No. LC 1861 Contractors' Public Liability Policy issued in connection with the same contract.

These are the certificates for which you have called.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW
Inc.

cc Mr. R. H. Baldock
Mr. C. B. McCullough
Mr. J. E. Donaldson

FORM 8-K-1 15967 1M 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

October 25, 1934

Mr. C. C. Hockley,
State Engineer for Oregon,
Public Works Administration,
U. S. Courthouse,
Portland, Oregon.

Re: Public Liability Ins.,
Umpqua River Bridge
P. W. A. Docket 982

Dear Sir:

I hand you herewith four copies of a certificate made by the Associated Insurance Companies with respect to policy No. L. P 1192 Owners' and Contractors' Protective Public Liability Policy issued in connection with Teufel and Carlson's contract for the construction of the bridge over the Umpqua River, and also four copies of a certificate made by the Associated Insurance Companies with respect to policy No. LC 1861 Contractors' Public Liability Policy issued in connection with the same contract.

These are the certificates for which you have called.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW
Inc.

cc Mr. R. H. Baldock
Mr. C. B. McCullough
Mr. J. E. Donaldson

FORM 6-8-1 15557 1M 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

October 4, 1934

Mr. C. C. Hockley,
State Engineer for Oregon,
Public Works Administration,
New Federal Building,
Portland, Oregon.

Subject: Public Liability Ins.
Umpqua River Bridge
PWA Docket No. 982

Dear Mr. Hockley:

In reply to your letter of October first with respect to the above subject, beg to advise that we have just been furnished with a new policy covering public liability insurance in connection with the construction of the Umpqua River Bridge.

We are having photostatic copies made which will probably take two or three days but as soon as they are completed Mr. Reeves will supply you with copies of the policies covering the activities of the original contractor and the activities of the independent or subcontractors.

I note in your letter that you request the insurance company to furnish you in quadruplicate a certificate describing the policy and certifying that it has been issued and giving the effective and expiration dates. Will not the photostatic copies be sufficient?

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.

cc Mr. R. H. Baldock ✓
Mr. C. B. McCullough
Mr. J. E. Donaldson

Mr. Reeves: Please see that the four copies are sent to Mr. Hockley.

J. M. D.

FORM 2-L-1
CO
LESLIE
CARL G
E. B. AL
H. B. GI

CROSS REFERENCE SHEET

Name or Subject Umpqua River Bridge **File No.**

Regarding Transmittal of amendatory agreement extending date of completion. **Date** October 2, 1934

SEE Coos Bay Bridge File

Name or Subject **File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE"

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FORM 8-L-1 1M 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF LESLIE M. SCOTT, CHAIRMAN
1025-29 YEON BUILDING
PORTLAND, OREGON

September 22, 1934.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Here is the Marshfield message on cement and copy of my letter reply.

Yours truly,

Scott

FROM ITS PATRONS CONCERNING ITS SERVICE

1220-S

character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

(17)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 239 Southwest Broadway, Portland, Org.

1934 SEP 17 PM 7 21

M187 86 NL XC=SG=MARSHFIELD ORG 17

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

LESLIE G SCOTT, CHAIRMAN=

OREGON STATE HIGHWAY COMMISSION PORTLAND ORG=

STRONGLY REQUEST YOUR ADVISING TEUFEL ANC CARLSON REEDSPORT BRIDGE CONTRACTORS AT ONCE THAT THEY CAN USE CALIFORNIA CEMENT WITHOUT PREJUDICE STOP WE ARE FAMILIAR WITH TERMS OF FEDERAL GRANT AND YOUR ACTION IN FORCING CONTRACTORS TO USE OREGON CEMENT STOP WE PURCHASE APPROXIMATE THREE QUARTERS OUR SUPPLIES FROM PORTLAND JOBBERS AND MANUFACTURERS STOP CALIFORNIA PURCHASES FROM US ALL OUR SURPLUS PRODUCTS AND STATE OF OREGON PURCHASES PRACTICALLY NOTHING STOP WE NEED TONNAGE THROUGH OUR HARBOR AND DEALERS HERE HAVE OUR FULL SUPPORT IN SELLING THESE JOBS=

MARSHFIELD CHAMBER OF COMMERCE.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

[illegible] Baldock.

[illegible] SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF LESLIE M. SCOTT, CHAIRMAN
1025-29 YEON BUILDING
PORTLAND, OREGON

September 22, 1934.

Marshfield Chamber of Commerce,
Marshfield, Oregon.

Dear Sirs:

Your wire message of September 17th reached my desk when I was absent in Eastern Oregon. I found your message upon my return this morning.

The contractors for the bridge work at Reedsport have today informed us that the manufacturers of Oregon cement have met the California prices, and that Oregon cement will be used in construction.

I do not understand [illegible] the selfish attitude of certain interests at Marshfield, which would withhold employment from employes of Oregon manufacturers of cement at [illegible], [illegible], Oswego and other places in Oregon. Great sums of [illegible] are being expended upon the coast bridges [illegible] counties. A large number of local men are and will be employed in those works. Coos County is receiving more employment [illegible] in the state. Now your organization [illegible] employed in Coos County, to the detriment of employment [illegible]. One of the main purposes of the expenditure [illegible] widespread employment of labor. [illegible] taken away from other parts of the state [illegible] in Marshfield. I am [illegible] view of state wide highway [illegible]. The demand is universal [illegible] of the pockets of all Oregon people, [illegible] widely as possible [illegible] Highway Commission for a long time. [illegible] of Oregon products [illegible]. Oregon has been far more liberal than California [illegible]. [illegible] California and Washington and other states have [illegible] of their ability the products of other states, [illegible] broad minded way. Now in these exigencies of unemployment [illegible] adopted of requiring, [illegible] as possible, the use of Oregon products in Oregon work.

Please do not [illegible] of the Oregon State Highway Commission. There is no desire to discriminate against Marshfield or Coos County. [illegible] desire to afford the utmost of facilities and benefits to your part of the state consistent with the interests of the state at large and [illegible] industries of Oregon.

Yours truly,

FORM 8-K-1 15987 1M 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

September 15, 1934

Mr. R. H. Baldock,
Office.

Dear Sir:

Attached is a copy of a letter I received today from Mr. Hinsdale in answer to my letter to him concerning the complaint that a fifteen-cent service charge was being made for the cashing of checks representing salaries paid highway employes earned at work on the Reedsport bridge.

It is refreshing to know the cooperation that the bank is giving us in this respect and it should especially be noted that Mr. Hinsdale had taken action along this line before he had received my letter. Therefore, he should be given due credit for his attitude in this matter.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.
cc Mr. C. C. Hockley
Mr. R. H. Baldock
Mr. C. B. McCullough
Mr. J. E. Donaldson
Mr. O. H. Hinsdale
Mr. H. A. Gray
Mr. K. A. Sinclair

REFERRED TO
Glaisyer
By State Highway Engineer

~~[illegible]~~
Devers will
present this
at Com. meeting
as he generally

C
O
P
Y

THE FIRST NATIONAL BANK OF GARDINER

Gardiner, Oregon

September 14, 1934

Mr. J. M. Devers, Attorney
Oregon State Highway Commission
Salem, Oregon.

Dear Mr. Devers:

I have your letter of September 12, 1934, regarding service charges on cashing checks of men employed on the various bridge projects.

Our code calls for a charge on all out of town checks, and to date we have made no exceptions, however, in this case we shall be pleased to take care of the checks at par, as we understand the difficulty involved should a charge be made.

I do [illegible] wish to call your attention to the fact that I had already notified the various engineers and employes that no charge would be made, before your letter was received.

Yours very truly,

(sgd.) O. H. HINSDALE
Cashier

FORM S-K-1 15957 1M 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

September 12, 1934

Mr. C. C. Hockley,
State Engineer for Oregon,
Public Works Administration,
Federal Courthouse,
Portland, Oregon.

Subject: Deductions from
Pay Checks Umpqua
River Bridge P.W.A.
Docket 38[illegible].

Dear Mr. Hockley:

I acknowledge with appreciation your letter of the eleventh conveying to this office information to the effect that employes of the State assigned to work on the Reedsport Bridge are being paid with checks and that a collection charge of fifteen cents per check is being made by the local bank, and you call attention to the fact that such procedure is a violation of the terms of our agreement with the Government.

I want to thank you for this information and for your effort to extend to the employes of the Highway Department the same consideration and require for them the same treatment that is accorded employes of the contractor. In other words, that the employes of the State share the same privileges that are given the employes of the contractor.

I know of no practical way by which the State's employes on the Coast Bridges can be paid in currency. Disbursements made out of the State Treasury are made either by the issuance of state highway checks or by state warrants. These warrants and checks are negotiable at any bank and in fact are negotiable in any place where checks or warrants are cashed. I will, however, call to the attention of the Commission the subject of your letter and we will work out some way by which the hardship will be overcome. I have to-day written the bank and for your information I inclose a copy of the letter.

I am of the opinion now that the bank will reply that under the N. R. A. provisions it is either permitted or required to impose this charge. If the bank will not recede from its position then we will have to work out some method which will conform to your suggestion and the Government's requirement.

Again thanking you for your interest in this matter, I am

Yours very truly,

J. M. DEVERS

JMD:PW

cc Mr. K. A. Sinclair,
Resident Engineer Inspector,
Reedsport, Oregon.

Mr. H. A. Gray,
Director, Inspection Division,
Public Works Administration,
Washington, D. C.

Mr. C. B. McCullough
Mr. R. H. Baldock
Mr. J. M. Donaldson

M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

September 12, 193[illegible]

Bank of Gardiner,
Gardiner, Oregon,

Attention: Mr. [illegible]

Gentlemen:

Men in the employ of the State Highway Commission have been assigned to work on the bridge now being constructed at Reedsport across the Umpqua River. This bridge is being constructed, as you know, with funds procured from the Federal Government and the subject is covered by a loan agreement. One of the provisions of the agreement requires that if men employed on the bridge are paid by check the employe must not in any way be penalized or required to lose anything or suffer any penalty in order to get the check cashed.

My attention has been called by Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, to information which has come to him to the effect that the bank at Gardiner is charging fifteen cents collection fee for the payment of these checks.

If this information is correct and if the policy or practice is to be continued, then in order to comply with the terms of our agreement with the Government it will be necessary for the Highway Commission to make arrangement for the cashing of the checks elsewhere, for we are under solemn obligation with the Government to protect the employes against any such charge. Will you please let me know whether or not any of these checks are cashed at your bank and if so what, if any, charge is made for collection and whether or not the practice of making such charge will prevail in the future? Thanking you, I am

Yours very truly,

J. M. DEVERS

JMD:[illegible]

cc Mr. K. A. Sinclair
Mr. H. A. Gray
Mr. C. C. Hockley
Mr. C. B. McCullough
Mr. R. H. Baldock
Mr. J. [illegible] Tomlinson

CBM:AF
cc Mr. Baldock

M 8-E-1 14738 1500 4-34

COMMISSIONERS
ESLIE M. SCOTT, CHAIRMAN, PORTLAND
ARL G. WASHBURNE, EUGENE
B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 4, 1934.

Teufel & Carlson
Skinner Building,
Seattle, Washington.

Attention Mr. Paul N. Carlson

Gentlemen:

Receipt is acknowledged of your communication of August 31, in reference to the purchase of cement for the Umpqua River Bridge.

Under date of July 24, you addressed a communication to this department from which the following is quoted:

> "For your information, we are planning on purchasing the cement required for the Umpqua Bridge from some Oregon mill."

In your recent communication you set forth the fact that you can purchase cement cheaper from California mills, and request that you be allowed reconsideration of the representation which you made under date of July 24.

In view of the fact that this is a matter which has been passed upon by the State Highway Commission, we are not in position to act upon your request; however, if you care to submit a complete statement of the facts, we will present the same to the Highway Commission for such action as they care to take.

This statement should include signed quotations, indicating price for which you can purchase cement from the California mills, also, your quotations from the Oregon mills, and an affidavit signed and sworn to by yourself to the effect that you have attempted to secure a similar price from Oregon mills and were not able to do so.

With these data at hand we will present the matter to the Highway Commission at the earliest possible date.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AF
cc Mr. Baldock

FORM B-S-1 14733 1500 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 22, 1934.

Mr. C. C. Hockley
State Engineer
Public Works Administration
Federal Courthouse
Portland, Oregon.

Dear Sir:

Reference is made to your communication of August 7, the same having to do with public liability insurance for the Umpqua River Bridge, P.W.A. Docket 982. In this communication you asked if we could arrange to have the liability insurance written by some company other than the General Casualty Company of America because of the fact that this particular company participated in the contractor's performance bond to the extent of $124,000 and also in his labor bond to the extent of $25,000.

The last paragraph of your communication reads as follows:

> "If there is any serious objection to
> complying with Washington's suggestions,
> please advise."

We have taken this matter up with our contractors, Teufel & Carlson, and are enclosing communication over the signature of Mr. Carlson under date of August 15, and also communication over the signature of C. W. Walls, under date of August 13. Mr. Walls is Special Agent for the General Casualty Company of America. You will observe that the insurance company has made out a very good case, and this office is inclined to believe that the liability policy issued by the General Casualty Company should be approved. If your office fails to approve this policy, we will of course have to require our contractor to cancel the same and reinsure with some other company, but from the showing which the General

NOTED
State Highway Engineer

Casualty Company makes, I am inclined to think that they would feel that we had done them a gross injustice. It would therefore be my recommendation that this policy be approved, if consistent with your regulations.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc Mr. Baldock

FORM S-E-1 14788 1500 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 21, 1934

Mr. L. M. Scott
Chairman
State Highway Commission
Yeon Building
Portland, Oregon.

Dear Mr. Scott:

I am attaching herewith a wire from the Port of Umpqua and also a rough draft of a reply. I would suggest that you answer the Port of Umpqua in accordance with the attached draft or with such modifications as you care to make.

This entire matter is more or less of a tempest in a teapot. It is true, as the Port states, that a request was made at the War Department hearing, that the State Highway Commission build a wharf or gridiron for the Port dredge below the location of this bridge but Mr. Washburne told them he could make no commitments, and as far as I know, no promises or commitments were ever made. The hearing was held and our permit was granted. This permit says nothing about the state building any gridiron or wharf below the bridge site.

The Port has known of this condition for six months, and has neglected to move its dredge, probably because of the fact that it had no funds to build a wharf below.

Mr. McCullough advises me that subsequent to the War Department hearing, he was able to provide greater horizontal and vertical clearances over this slough than was originally anticipated. He has recently talked to the War Department engineers and finds that they are negotiating for the purchase of this dredge although they will not be in position to purchase it unless a special authorization is made for the same by the next Congress. They did not seem particularly anxious to have the dredge moved at this time except that they wanted to avoid bottling it up permanently. Mr. McCullough explained the clearances afforded by the finished structure and they were of the opinion that they could get the dredge through with very little trouble after the bridge is completed.

Mr. McCullough informs me that the War Department did not want to move the dredge until next summer, if they finally decided to buy it, and he in

Mr. L. M. Scott, #2

turn assured the War Department that he would do everything in his power to get that particular spam finished so that the false work could be removed at an early date.

The entire matter is more or less trivial, and the state could probably make arrangements to let this dredge through at any time witain the next two or three months if it were absolutely necessary, with a maximum possible expense of $200 or $300, as stated by Mr. McCullough in his conversation with you at the Commission meeting. However, in view of all the facts hereinabove recited, I do not believe we are under any obligation to do so. We are certainly under no obligation to build them a wharf.

Very truly yours,

R. H. Baldock
State Highway Engineer

FORM S-L-1 6607 1M 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF LESLIE M. SCOTT, CHAIRMAN
1025-29 YEON BUILDING
PORTLAND, OREGON

August 21, 1934.

Office copy

Port of Umpqua
James W. Ford, Secretary
Gardiner, Oregon.

Gentlemen:

Receipt is acknowledged of your telegram of August 20, which reads as follows:

> "YOUR TELEGRAM SEVENTEENTH RECEIVED REFERENCE BRIDGE APPROACH OBSTRUCTION OVER MACINTOSH SLOUGH STOP AT HEARING JULY EIGHTEENTH NINETEEN THIRTY THREE BEFORE DISTRICT US ENGINEERS COMMISSIONER FORD MADE DEFINITE THE PORTS REQUIREMENT THAT PROVISION BE MADE FOR PORT DREDGE TO HAVE INGRESS AND EGRESS TO BERTH AT GRIDIRON ON PORT PROPERTY OR THAT THE HIGHWAY COMMISSION PROVIDE GRIDIRON AND MOORING IN SOME OTHER SUITABLE LOCATION APPROVED BY PORT STOP NO OBJECTION TO THIS PROVISION WAS MADE AT THAT TIME STOP HIGHWAY COMMISSION WAS REPRESENTED BY WASHBURNE BALDOCK AND MCCULLOUGH STOP PLEASE ADVISE WHAT ACTION YOU INTEND TAKING IF NECESSARY MUST PROTECT PORTS INTEREST THROUGH WAR DEPARTMENT"

It is true that the approach obstruction over McIntosh Slough (referred to in our wire and on some of the maps as Rainbow Slough) was discussed at the hearing on July 18, 1933 before the U. S. District Engineer Officer; however, no commitment was made by Mr. Washburne nor the Highway Commission in regard to the building of any gridiron or wharf structure below the bridge for the accommodation of the Port dredge. These matters were presumably all taken into consideration in the report and recommendation of the U. S. District Engineer Officer and when the War Department instrument of approval was issued there was no stipulation or condition requiring the State to build any gridiron or whart on McIntosh Slough below the location of the proposed bridge.

The Port has been fully aware of the fact that construction would be commenced on this structure at this time for a period of several months and has made no effort to move its dredge. For this reason we do not feel that we can take the responsibility of delaying our contractor in his regularly scheduled construction program.

Our engineers were instructed to go to the maximum possible extent in cooperating with your Port, and I am now advised that it will be possible for them to delay the actual driving of false work across McIntosh Slough for another week. After that we can not delay our contractor further without being responsible to him for the extra cost involved.

In view of the foregoing, it would appear that the Port should be willing to move its dredge at this time; that is to say, within the current week, or else be content to keep the dredge in its present location until the bridge is finished.

Permit me to call your attention to the fact that when this structure is completed, there will be a 70 foot span over McIntosh Slough which will provide a net horizontal clearance of 65 feet and a vertical clearance above mean sea level of 33 feet. We believe that this clearance will be ample for moving the dredge with a minimum of expense for alterations.

In conclusion, therefore, we do not feel that the state should be asked to interfere with its contractor in the regular prosecution of his construction program, and that any expense to which the contractor may be put by virtue of having at a later date to modify or alter his false work to permit the passage of this dredge,should be borne by the Port of Umpqua.

Very truly yours,

Leslie M. Scott
Chairman

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1217-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
AUGUST 17, 1934

Umpqua R. Bdg

PORT OF UMPQUA
RUSSELL J. HUBBARD, PRESIDENT
REEDSPORT, OREGON

WE ARE BUILDING REEDSPORT BRIDGE UNDER PERMIT GRANTED AUGUST NINETEEN THIRTY THREE BY WAR DEPARTMENT AS RESULT OF PUBLIC HEARING HELD IN REEDSPORT JULY EIGHTEENTH NINETEEN THIRTY THREE STOP IF YOU HAVW NEGLECTED TO MOVE PORT DREDGE IN RAINBOW SLOUGH WE ARE IN NO WAY RESPONSIBLE AND WILL NOT DELAY BRIDGE CONTRACTOR BY REASON THEREOF STOP IF YOU DO NOT MOVE DREDGE BEFORE FALSE WORK PILING IS DRIVEN WILL EXPECT YOU TO PAY ANY EXPENSE ACCRUING TO STATE BY REASON OF LATER MOVEMENT

L. M. SCOTT
Chairman, Hwy. Com

PREPAID
Charge Highway Dept.
Day Letter

COPY

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

SALEM, OREGON
AUGUST 17, 1934

PORT OF UMPQUA
RUSSELL J. HUBBARD, PRESIDENT
REEDSPORT, OREGON

WE ARE BUILDING REEDSPORT BRIDGE UNDER PERMIT GRANTED AUGUST NINETEEN THIRTY THREE BY WAR DEPARTMENT AS RESULT OF PUBLIC HEARING HELD IN REEDSPORT JULY EIGHTEENTH NINETEEN THIRTY THERE STOP IF YOU HAVE NEGLECTED TO MOVE PORT DREDGE IN RAINBOW SLOUGH WE ARE IN NO WAY RESPONSIBLE AND WILL NOT DELAY BRIDGE CONTRACTOR BY REASON THEREOF STOP IF YOU DO NOT MOVE DREDGE BEFORE FALSE WORK PILING IS DRIVEN WILL EXPECT YOU TO PAY ANY EXPENSE ACCRUING TO STATE BY REASON OF LATER MOVEMENT

L.H.SCOTT
Chairman, Hwy. Comm.

PREPAID
Charge Hwy. Dept.
DAY LETTER

WESTERN UNION TELEGRAPH CO.

#1640

SHELL OIL COMPANY
North Bend, Oregon

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

August 8, 1934

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

We desire some information regarding the contract let to Teufel & Carlson, Seattle for the construction of the Oregon Coast Highway Bridge over the Umpqua River in Douglas County at Reedsport.

A stencil form in duplicate is enclosed and we would appreciate your answering questions 1 to 17 inclusive and return in the stamped addressed envelope.

Thanking you for your courtesy, we are,

Yours very truly,

SHELL OIL COMPANY

BY

EGH
Enc

#1640

[illegible]

July 27, 1934

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Attention: V. O. Fudge, Dist. Credit Mgr.

Gentlemen:

In response to your inquiry of July 26th we wish to advise that the contract for the construction of a bridge over the Umpqua River on the Oregon Coast Highway in Douglas County, was awarded to Teufel & Carlson, Seattle, Washington, on July 25, 1934.

The above contract is our number 1640 and the bond was written jointly by the Maryland Casualty Company for whom Hansen & Rowland, Inc. of Oregon, who have offices in the Public Service Bldg., Portland, are agents, and the General Casualty Company of America for whom C. W. Walls, who has offices in the Board of Trade Bldg., Portland, is resident agent. The amount of the bond is $551,234.00.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

July 26, 1934

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. H. B. Glaisyer

Dear Sir:

RE: TEUFEL & CARLSON
Seattle, Wn.

You were kind enough to address us under date of July 6th, relative to the subject, stating that they had not as yet been definitely awarded the construction of two bridges in the vicinity of Reedsport, Oregon, but that you had anticipated the consummation of the contracts within the following two weeks.

May we now inquire if these contracts have now been awarded, the description of same and the bonding company executing the indemnity bond. Thank you.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

VOF:B

[illegible] 5 [illegible]

Maryland Casualty Co
[illegible]
[illegible]
[illegible]
~~[illegible]~~ $551.234,00

Cont. # 1640
Umpqua R.
Douglas Co

July 26, 1934

Teufel & Carlson
808 Skinner Building
Seattle, Washington

Gentlemen:

This letter is to inform you that the State Highway Commission, at a special meeting held yesterday, July 25, 1934, definitely awarded to you the contract for the construction of a bridge over the Umpqua River at Reedsport, on the Oregon Coast Highway in Douglas County.

You may consider this letter as your authority to proceed with your construction operations. An executed copy of the contract will be forwarded to you in due course.

Very truly yours

STATE HIGHWAY COMMISSION

Secret'y

HBG:jn
c.c. C. B. McCullough

FORM 5-A-1 18743 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

112-22

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Coast Hwy
Umpqua

July 6, 1934.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I understand it is desired to place a short section of fill at the south approach to the Umpqua River bridge in order that settlement may occur before bridge construction is started.

The south end of the Umpqua river bridge is 51.58 feet wide, the sidewalk grade is 2.5 feet above sub-grade which allows for 1 foot gravel base plus 7" pavement or other surfacing plus 11" curb. I suggest we make the sub-grade 60 feet wide for one-hundred feet back from the end of the bridge and make a 1½ to 1 slope underneath the bridge starting at the end of the deck. In order to haul this fill material it will be necessary to construct a fill approximately 8 feet deep from station 533+50 to 540+50 up to sub-grade elevation at 542+30.75. The fill from 533+50 to 540+50 can be made 20 feet wide for the present. This will furnish room for the contractor's trucks to haul material out and will give good access for the bridge contractor. The construction of this fill should produce most of the settlement which is likely to develop at the south end of the bridge and will be of great value to the bridge contractor.

This section of fill will cover the approach to Hubbard's Mill. I understand we have condemned this right of way. Material for this fill can be obtained from lot 8 in block 20 and by widening First Street which is just west of the Scofield River Bridge. The truck haul from these borrows will be approximately 1.1 miles on an average.- Almost all of the haul being just over [illegible]. The City of Reedsport Council has granted permission to make the borrow mentioned above. This will be good dirt.

Please advise:

1-Does the plan of fill outlined above, and indicated on the rough sketch attached,hereto, meet with the approval of yourself and Mr. Paxson?

2-Shall we build a fill and surface it for Mr. Hubbard's mill passing under cut #1 or #2 [illegible] at the approximate grade of his present planked roadway.

3-If we are to build this please have the right of way department secure permission from the Mill company as I believe our condemnation proceedings would not cover right of way for this approach road.

IONERS
M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

4-For this case would you prefer bid item net embankment quantities or excavation plus haul?

I recommend the latter course as this will remove some uncertainty from the contractor's mind about settlement. The amount of fill for the plan suggested above is 17300 yards and I estimate that it may require 25% ~~or~~ more excavation to make this, making 21625 yards of excavation and 32440 yard miles of truck haul.

The clearing would consist only of removal of the timber trestle approach to the mill.

Please advise at your early convenience and I will submit cross-sections, special provisions and estimate.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock ✓
cc. C. S. Paxson
EAC:ATF

FORM 9-K-1 13032 1M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

June 18, 1934

Mr. C. C. Hockley,
State Engineer for Oregon,
Public Works Administration,
New Federal Building,
Portland, Oregon.

Dear Mr. Hockley:

I am enclosing herewith a certified copy of the minutes of the Commission showing the action and record of the Commission with respect to the bids received and the award made for the construction of the bridge over the Umpqua River.

This letter is sent to you in duplicate and you may use the copy for your acknowledgment if such meets with your approval.

Yours very truly,

J. M. DEVERS

JMD:AW
Enclosure
cc Mr. L. M. Scott
Mr. R. H. Baldock
Mr. C. B. McCullough

Endorsement:

Receipt is acknowledged of the above communication and the certified copies of the record and action of the Commission, and I hereby approve the award of the contract to the low bidders; namely, Teufel & Carlson, Seattle, Washington, for the construction of the bridge over the Umpqua River.

C. C. Hockley, State Engineer
for Oregon

June 18, 1934.

Teufel & Carlson
808 Skinner Building.
Seattle, Washington.

Gentlemen:

This is to advise you that the State Highway Commission on the 16th day of June, awarded to your company the contract for the construction of the bridge over the Umpqua River between Reedsport and Gardiner. The award was made subject to the approval of the State Engineer of the Public Works Administration, and subject to the completion of financial arrangements between the State of Oregon and the Public Works Administration.

Negotiations are now under way as a result of which we hope to complete our financial arrangements and be in position to send you the contract within a short time. Until these arrangements are completed and the contract has been approved by the Federal Government and executed by all parties concerned, you are formally notified that anything you may do and any expense or obligation that you may incur will be entirely on your own responsibility and without any liability whatsoever on the part of the State of Oregon, or its Highway Commission, officers or employes.

Failure to consumm the loan agreement with the United States government will result in the rescinding of the award. Until you have the signed contract, permission will not be given to enter upon our property and to start any operations toward the construction of this bridge.

The Commission is quite anxious to accomplish at the earliest possible date the completion and consummation of the proposed contract and will, therefore, put forth every effort to that end. As soon as these matters have been adjusted, you will be advised.

Very truly yours,

State Highway Engineer

cc Mr. Leslie M. Scott
Mr. Carl G. Washburne
Mr. H. B. Aldrich
Mr. J. M. Devers
Mr. C. B. McCullough

Portland, Oregon, June 7, 1934.

The State Highway Commission met in regular session at 9:00 o'clock A. M. in the Auditorium of the Public Service Building. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * * * * *

The Commission had under consideration, among other things, the matter of the call for, and consideration of, bids for the construction of the bridge over the Umpqua River in Douglas County, and after the Chairman of the Commission announced the purpose of the meeting the Secretary of the Commission opened in the presence of the persons named above, and in the presence of Mr. C. C. Hockley, State Engineer for Oregon; Mr. J. F. Meager, representative of the Public Works Administration; Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads; and Mr. T. M. Davis, Senior Highway Engineer of the Bureau of Public Roads, and publicly read the bids hereinafter enumerated, and after due consideration of all of said bids and of all matters connected therewith Commissioner Washburne offered and moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and being by the Chairman submitted to vote received the unanimous vote of all three Commissioners, and said motion was by the Chairman declared unanimously carried and said resolution thereby unanimously adopted, to wit:

WHEREAS, pursuant to a call for bids, notice of which was duly and regularly given by publication thereof in the following publications:

Pacific Builder & Engineer, Seattle, Washington
Engineering News Record, New York, New York
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon
Daily Journal of Commerce, New Orleans, Louisiana
Daily Pacific Builder, San Francisco, California
Southwest Builder & Contractor, Los Angeles, California
Western Construction News, Los Angeles, California

for the construction of a bridge across the Umpqua River in Douglas County, there were received by the Commission and publicly opened and read on the 7th day of June, 1934, in the Auditorium of the Public Service Building, Portland, Oregon, the following bids:

Teufel & Carlson, Seattle, Washington		$551,234.00
Sheble Construction Co., Seattle, Washington		581,650.00
Mercer-Fraser Company, Eureka, California		586,425.00
General Construction Company, Portland, and The Gilpin Construction Co., Portland	Joint Venture	587,000.00
Joplin & Eldon, Portland, Oregon		588,650.00
Puget Construction Co., Seattle, Washington		615,350.00

and

WHEREAS, all of said bids were duly considered by the Commission and its engineers, and, after being fully advised with respect to all matters, it was and is the judgment of the Highway Commission that the bid of Teufel & Carlson in the sum of $551,234.00 was and is the lowest and best bid of all bids received and that said bid should in the interests of the State be accepted and the contract for the construction of the said bridge awarded to said bidders;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting, as follows:

1. That the bid of Teufel & Carlson of Seattle, Washington, in the sum of $551,234.00 for the construction of the Umpqua River Bridge be and said bid hereby is accepted, subject to the conditions and limitations hereinafter set out.

2. That the acceptance of said bid and the award of the contract to said bidders is subject to the approval of the P. W. A., and subject likewise to the consummation of the loan agreement between the State Highway Commission of the State of Oregon and the United States of America for a loan and grant with which to construct said bridge. It is specifically conditioned that should the State fail to procure said loan and grant then said bid shall be deemed rejected and said award of contract annulled and rescinded.

3. That R. H. Baldock, State Highway Engineer, C. B. McCullough, Bridge Engineer, and J. M. Devers, Attorney for the Commission, be and they hereby are instructed, authorized, and directed to prepare a formal agreement covering the construction of said bridge, which agreement shall be prepared in harmony with the specifications, plans and design prepared by the Engineer and referred to in said call for bids, if and when said loan agreement has been fully executed and the funds provided for therein have been made available to the State. Said written agreement when prepared shall be submitted to the bidders herein named and to the Highway Commission for proper execution, if and when said loan agreement has been fully executed and the funds provided for therein have been made available to the State.

4. That the Secretary of the Commission be and he hereby is instructed to return to the other bidders their respective certified checks.

5. That this resolution be entered in the minutes of the Commission and a duly certified copy delivered to Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, Portland, Oregon.

This is to certify that I, H. B. Glaisyer, am the duly appointed, qualified and acting Secretary of the State Highway Commission of the State of Oregon, and that as such Secretary I have in my custody all of the records, papers and documents, minute entries, and other records and papers of said Commission; that the foregoing and attached resolution is a true and correct extract from the minutes and records of the Commission with respect to the opening, consideration, and disposition of bids received for the construction of the bridge over the Umpqua River in Douglas County; that I have compared the foregoing copy of resolution with the original as entered in the official minutes and records of the Highway Commission, and that said copy is a true and correct copy of the original minute entry and record as made by the Commission and of the whole thereof; that the seal impressed hereon is the official seal of the State Highway Commission of the State of Oregon, and that I, as Secretary of said Commission, have authority to impress said seal on this certificate.

Dated this 15th day of June, A. D., 1934.

H B Glaisyer

Secretary of the Oregon State
Highway Commission.

FORM S-A-1 13740 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

April 30, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Someone left word that our engagement to inspect Bolon Island on May 2nd, has been postponed due to an engagement of yours with Mr. Baldock. I will therefore wait for you to select another date.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

✓

~~Form~~ 13743 1EM 2-34

COMMISSIONERS
ESLIE M. SCOTT, CHAIRMAN, PORTLAND
ARL G. WASHBURNE, EUGENE
. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 27, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Beg to advise that no further decision has been made on the Bolon Island construction. It is my understanding that you would call me at a convenient time to make a personal inspection of the meadow on which the fill is to be placed. Please advise when this inspection can be made and I will arrange to accompany you. I believe test borings should be made at the time of inspection which will determine more than can be found out by driving piles. Therefore please have an extension auger available.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 25, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

Dear Sir:

Has decision been reached in type of construction on [illegible] Island at the Umpqua Crossing? The decision lies between open cut with fill and tunnel with additional bridge.

The estimate which I sent you some time ago indicated the cost for big cut with fill would be approximately $100,000. less than for tunnel with additional bridge. We have run a coyote hole in each side of the ridge on the island about 100 feet. The material encountered has been soft brown sandstone, which hardens up a little as we reach the inner end of the coyote hole. There is a little soft blue sandstone. Not much water was encountered in either hole.

Test pits [illegible] the [illegible] part of the ridge on the island in [illegible] months. We have 75,000 yards of excess in the big cut, which should take care of all the settlement [illegible] in the fill across the [illegible].

I recommend that the plans [illegible] for this fill be [illegible] fill with 50 feet top width since we have [illegible] material.

After looking at the Coyote holes and [illegible] and in consideration of the difference in cost, I recommend open cut with fill.

Yours truly,

[illegible] C[illegible]er
Division Engineer

cc. [illegible]

FORM S A-1 13749 1SM 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 17, 1934

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Attention - Mr. Benedict.

Dear Sir:

Our plans for the Umpqua Bridge require revision of the existing highway for about 300 ft. north of the present Gardner Ferry landing. This work will be done within the next two years, therefore if you desire you could use a lighter type of oil on this short section similar to what you propose doing at the Glenada end.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

FORM B-E-1 9042 1M 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

11-4

January 31, 1934.

District Engineer Officer
U. S. War Department
321 Cumstomhouse
Portland, Oregon.

Dear Sir:

Permit for the construction of the brige across the Umpqua River near Reedsport issued by the Secretary of War and Chief of Engineers under date of August 29, 1933, provides as follows:

> "3. That the detailed plans of the fender system, to be constructed and maintained by and at the expense of the grantee, shall be submitted to and approved by the district engineer before the construction is commenced."

In response to the above condition, we are submitting herewith five white prints indicating the extent of the pier protection proposed and the essential details of its construction. You will note that we plan on constructing both a draw rest and also fender piling at each of the end piers of the draw span.

We would be very pleased if your office would give this matter your earliest convenient attention.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc Mr. Baldock

NOTE
C. B. McL.

Umpqua Bridge

January 7, 1934.

Mr. J. M. Devers:

Under date of December 4, you addressed the following communication to me:

> "I am passing on to you the following complaint which has been made by a representative of Union labor with respect to the conduct of work at the Reedsport bridge.
>
> "It is claimed that the contractors are getting their forms made in sections in one of the mills and that this method or practice eliminates a lot of employment. One of the regulations promoted by the Federal government is that as much hand labor as is practicable and advisable should be employed. I don't know whether there is any merit in this complaint or not but I am passing it on to you."

I have had this matter investigated, and am attaching hereto a report from Resident Engineer Smith under date of January 4.

You will note that there is absolutely no foundation for this complaint and that with the exception of scoring strips and molding which obviously can not be made anywhere else but at a planing mill, the contractor is doing all his form work on the ground.

C. B. McCullough

Attached

CBM:AP

UMPQUA RIVER BRIDGE As of June 14, 1935

Umpqua River Bridge	Total length Feet	Contract Cost	Contractor	No.	Estimated Completion Date	P.W.A.
	2200	551.234.00	Teufel & Carlson	#1640	1-1-36	

The alignment at this point crosses from the north shore to Bolen Island, and thence across the main chennel to Reedsport. The principal river crossing consists of a steel swing span draw bridge having an over-all of 430 feet, flanked on either side by two concrete bow string arches, each having a span of 154feet. The balance of the structure which is 2200 feet in over-all length is of reinforced concrete viaduct construction.

CONTRACT #1641

WPA Siuslaw Bridge # 1641

Form E-30—Revised—25M—9-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1940

Subject: Siuslaw River Bridge,
Contract No. 1641

To: Mr. H. B. Glaisyer
Secretary
Office

JAN 30

Dear Sir:

Herewith approved plans, specifications, and executed contract on the above-named job. This set of documents should be retained intact in your file as it represents the official approved copy and will be referred to as such by the Public Works Administration.

Very truly yours,

G. S. Paxson
Bridge Engineer

By

W. A. Reeves
Office Engineer

CAG CM
Attached

FORM B E-1 2000 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Siuslaw River Bridge

August 25, 1936

Mr. J. N. Bishop
Maintenance Engineer
Office

Attention: Mr. W. W. Stiffler

Dear Sir:

According to our conversation of yesterady, I am enclosing herewith a Transfer of Property, No. 2704-A, covering an item of 16 Port Orford Cedar piling taken over by the State from the contractor for the Siuslaw River Bridge. This transfer of property is made out to Mr. Raymond Walsh, whom, I presume, will take over the custody of these piling. Mr. Walsh is familiar with the location of the piling.

As the credit goes to the Coast Bridge fund it is requested that the original transfer be signed and returned to the Bridge Department for the special handling required for all charges of credit against the Coast Bridge fund.

Very truly yours,

A. G. Skelton,
Project Engineer

AGS:MM
Encl.
cc - R. H. Baldock
Raymond Walsh

NOTED
W. A. REEVES

FORM 9-E-1 2M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 23, 1936

Mr. C. C. Hockley
State Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

We hereby request your approval of the final pay quantities and items for the Siuslaw River Bridge, Contract No. 1641, P. W. A. Docket 982. In connection with this request we wish to state that all physical changes to the structure have been submitted to you in previous change orders. The statement of quantities and amounts submitted along with the request for the various changes and on P. W. Form 96 was an estimated figure, and when the work on the structure was completed final quantities were to be determined from actual field measurements and calculations.

The work on this structure is completed. We have measured and calculated the pay quantities due the contractor. All calculations for quantities have been approved by this office and also by the P. W. A. Resident Engineer Inspector for this particular job.

We are enclosing a tabulation showing the quantities and amounts of work ordered by P. W. Form 96 and P. W. Forms 84, the quantities and amounts of work actually incorporated in the structure and a comparison between the two showing whether the final quantities overrun or underrun the amounts ordered on P. W. Form 96 and P. W. Forms 84. P. W. 28101 required that all quantities that overrun or underrun the amount ordered on P. W. Form 96 or 84 in excess of 10% be covered by a change order. This P. W. 28101 was later rescinded by P. W. 45454, which order requires that only the overruns on the actual ordered amount be covered by a change order. This request for a change order is to cover the following items which from the tabulation are overruns of the ordered amount.

	Contract Item No.	Contract Items	Unit	Unit Price	Quantity	Amount	Percent Over
	Contract Items						
A	4	P.O.C. Piling	L.F.	0.62	584.10	$362.14	9%
B	13	Machinery	Lb.	0.21	543.0	114.03	1%
	Change Orders						
C	C.O. 5-7	Class "A" Conc.	C.Y.	28.00	0.09	2.52	-
D	C.O. 7	Sheet & Riprap	-	- -	- -	2,243.30	22%
E	C.O. 8-2	Excav. below El.	C.Y.	2.00	21.40	42.80	15%
F	C.O. 10	Metal Reinforc.	Lb.	0.042	28.0	1.18	-
G	C.O. 13	Cut Floor Beams	-	- -	- -	2.73	-

In considering Items B, C, F, and G of the above, you will note that the final quantities have overrun the original less than 1%. For the contract items the estimates were based on designs prepared from preliminary data and for the change orders the estimates were made from the best data available before the work was done. Existing conditions and minor details caused slight variations in these estimates, which in the case of those mentioned above were increases.

Item A above shows an overrun of approximately 9% in the amount of Port Orford Cedar Piling required. This is explained by the fact that stream bed scour that developed during construction required us to order piling of greater length than we had originally anticipated to secure the desired penetration.

Item D above shows an overrun of approximately 22% of the amount ordered by Change Order No. 7. This increase is explained by the fact that continued scouring of the stream bed made it necessary to place additional riprap to amply protect the piers and overcome the scour condition.

Item E. In submitting our estimate of quantities for Change Order No. 8, which approved an increased size for pier 4, we neglected to include the quantity involved in this increased size. This causes an increase of 21.4 cubic yards of excavation below elevation shown. Pier 4 was built in accordance with Drawing No. 5404 as approved as approved by you on March 22, 1935.

Mr. C. C. Heckley, #3. May 23, 1936

We are unable to make up an estimate on your Form I-23 until the above request has been cleared and would appreciate your disposition of this at your early convenience.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

CAG:DD
Ens.

cc R. H. Baldock
J. M. Devers
John Meagher

Siuslaw Bridge

May 11, 1936.

Mr. H. B. Glaisyer

Herewith 15 copies of an agreement between the Mercer-Fraser Company and the State Highway Commission covering settlement of all claims on their contract for the construction of the Siuslaw River Bridge at Florence, the same being contract No. 1641.

These agreements have been signed by the Mercer-Fraser Company and by the surety companies for this job and are ready for execution by the Commission.

G. S. Paxson

GSP:AP

cc R. H. Baldock

NOTED
State Highway Engineer

FORM 8-E-1 35152 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 8, 1936

Mr. C. C. Hockley
Acting State Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

We hereby request your approval of the payment of the following items which are to be included in the final estimate paid to the contractor on the Siuslaw River Bridge, P.W.A. Docket No. 982.

Item No. 1. - Our Drawing No. 4787 calls for the electric power for the operation of the lift span and lights to be delivered to the bridge at pier number 2. As it developed that it was not advisable to carry open wires across the channel between piers 1 and 2, we modified this plan to take delivery of this power at bent number 7 and carry these wires in conduit through utility openings provided, to pier number 2, which would give a much safer and neater installation. Since the original plan called for the delivery of this power at pier number 2, the above revision is a change and the additional cost to the contractor is to be taken care of on a force order basis. The contractor agreed that there would be no additional labor on this changed installation, but that there would be an item of $470.15 to cover additional materials necessary. The enclosed Force Order No. 8 is to cover the above change.

We are enclosing eight prints of our revised Drawing No. 4787 showing the above change.

Item No. 2. - In accordance with Article 3036 of the Standard Specification form, we are required to pay the contractor for all piling cut off when he has furnished these piling in accordance with order lists supplied to him by the resident engineer when the piling could not be driven to the full ordered length. The final calculations for piling ordered and driven show that the contractor is entitled to pay for 3,223.3 lineal feet of piling at his cost price of 8½ cents per lineal foot plus an allowable 5 per cent as stated in the above Article 3036 or $287.68. Change Order No. 6 approved $3.42 of this amount. This approval should cover $284.26 of the above total amount. The enclosed Price Agreement No. 2 is to cover this item.

Copies of our records of foundation piling as ordered and as driven are in the files of the P.W.A., Resident Engineer Inspector for this job.

Item No. 3. - Excess cedar piling cut off. The same specification governing the measurement and payment of foundation piling governs the measurement and payment of Port Orford Cedar Piling in the pier fenders. Final figures disclose that the contractor is entitled to pay for 45.2 lineal feet of Port Orford Cedar Piling at his cost price of 19 cents per lineal foot plus the allowable 5 per cent or $9.02. The enclosed Price Agreement No. 3 covers the above item.

Copies of our records of Port Orford Cedar Piling as ordered and as driven are in the files of the P.W.A., Resident Engineer Inspector for this job.

Item No. 4. - Port Orford Cedar Piling ordered but not driven. After our original order list for Port Orford Cedar Fender Piling had been given to the contractor, it developed that the stream bed was scouring around the bascule piers and that the piling we had ordered were not long enough to give us the desired penetration. Since the contractor had already purchased these piling and had them delivered to the job, it was necessary that he purchase additional piling of a longer length for the pier fenders. We are required under paragraph 3038 of the Standard Specifications to take these piling over from the contractor at his cost price plus 5 per cent. This amounts to $295.86. The enclosed Price Agreement No. 4 covers the above item.

Item No. 5. - Adjudication of cost of cement in accordance with paragraph 3046 of the Standard Specification and contract agreement and of the paragraphs in the special provisions that apply. The contractor based his bid price per cubic yard for the various classes of concrete on a specified number of sacks of cement per cubic yard of concrete. By careful control of the concrete mixes we were able to secure the necessary strength without using the full amount of cement specified. Paragraph 3046 of the general specifications provides, "The difference in the cost of the work based on the actual cost of the cement delivered to the bridge site shall be adjusted for or against the contractor as the case may be." In this case there was a saving of 11,214 sacks or 2,803.5 barrels of cement from the amount specified. The state is entitled to credit at the cost price of cement delivered to the job. This credit is 2,803.5 barrels at $2.8075 or $7,870.83 which will be deducted from the contractor's estimate. The enclosed Price Agreement No. 5 covers the above item.

Copies of the records of cement shipped to the job and used in the job are in the files of the P.W.A., Resident Engineer Inspector.

Item No. 6. - Special Agreement. In the progress of the work on this bridge it developed that it was necessary to do certain items of work for which there was no specified method of payment in the original contract and that the development of stream bed scour necessitated changes in plans which caused the contractor expenses which he had not contemplated in his original bid. At the completion of the work the contractor presented the following claims to the Highway Commission and supported them with evidence of the fact that through this extra work ordered and through the changes in plans, he was caused additional expense in the following amounts:

1.	Placing protection dolphins between structure and ferry route.	$ 1,198.81
2.	Additional cost of pier protection piling due to placing riprap around main piers.	1,897.96

3.	Additional cost due to using longer piling in certain piers than was called for in original order list.	$ 91.39
4.	Additional cost due to piling waste caused by changes in plans	344.96

The Highway Commission has considered the claims as presented by the contractor and have judged that they are fair and have allowed them in the above amounts. We are enclosing copies of the Special Agreement which enumerates the claims as set forth by the contractor, the conditions which caused the additional expense and the amount, and the Highway Commission's reasons for allowing the above as just claims against the job.

Item No. 7. - Bonus payment for completion before specified completion date. The special provisions for this job provide as follows: "In the event that the bridge is completed and ready for traffic before the specified completion date * * * * * a saving will accrue to the state, and for each and every day that the bridge is under traffic (continuously and without further interruption of traffic) before the said specified completion date, the state will pay to the contractor a bonus of $35.00".

The original date of completion as set up in the contract was December 31, 1935. Change Order No. 11 SB approved by the State Director January 29, 1936 extends this completion date for 58 days or until February 27, 1936. Under date of April 1st we have requested your approval of a further extension of 100 days or until June 6, 1936. A Memorandum of Agreement covering this extension was signed by the contractors and the State Highway Commission under date of March 17th and copies were sent you with our request of April 1st.

The bridge was opened to traffic the afternoon of March 31st under a permit for partial use and occupancy. Since the ferry operated a portion of this day, no benefit accrued to the state until April 1, 1936. Bonus payments should therefore cover the period April 1st to June 6th or 67 days. The additional cost involved would be $2,345.00.

The summary of these items is as follows:

Item Number 1	$	501.65	Additional Cost	
" " 2		284.26	"	"
" " 3		9.02	"	"
" " 4		295.86	"	"
" " 5		7,870.83	Deduction	
" " 6		3,533.12	Additional Cost	
" " 7		2,345.00	"	"

This leaves a net deduction of $901.92 which will be made from the contractor's estimate.

We ask your approval of the above and your authorization to pay the items of additional cost from construction funds set up for this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

CAG:CM
Enclosure
CC: R. H. Baldock
J. M. Devers
J. Meagher

Siuslaw River
Bridge

April 30, 1936

Mr. G. S. Paxson
Acting Bridge Engineer
Office

Dear Sir:

At Mr. Baldock's request, I am informing you that the State Highway Commission has donated to the City of Florence the building in Glenada which has been used as an office for the bridge engineering crew.

It is my understanding that this building is to be moved into the City of Florence where it will be used to house the town library.

Very truly yours,

Acting State Highway Engineer

SHP:ER

Siuslaw

May 4, 1936

Dr. Geo. P. Edwards
Mayor
Florence, Oregon

Dear Sir:

Your communication of April 30 will be referred to the Highway Commission at their next meeting, which will probably be in a week or ten days.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. H. B. Glaisyer
Mr. J. M. Devers

Florence, Oregon.
April 30, 1936

COPY

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

You have donated to the city of Florence for use as a public library one of the two small office buildings which you used during construction of bridge. We appreciate this very much.

Now come officials of the local health and Red Cross unit asking me to write you for permission to take the other small office building for use in their red cross work.

I am not very good at begging, but I know they need a place in which to store their emergency supplies such as clothing, bedding, etc. They say they can get donation labor to move the building off the right of way and across the river.

We should also ask your permission to move these buildings across the new bridge on trucks.

The buildings are 14 feet wide and could be taken across the bridge in about ten minutes, very early in the morning.

Respectfully,

(Sgd) GEO. P. EDWARDS

Mayor of Florence

FORM 3-A-1 5M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Siuslaw R. Br.

May 4, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Dr. Geo. P. Edwards
Mayor
Florence, Oregon

Dear Sir:

Your communication of April 30 will be referred to the Highway Commission at their next meeting, which will probably be in a week or ten days.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. H. B. Glaisyer
Mr. J. M. Devers

Florence,Oregon.

April 30,1936

MAY 1 1936

Oregon State Highway Commission,
Salem,Oregon.

Gentlemen;

You have donated to the city of Florence for use as a public library one of the two small office buildings which you used during construction of bridge.

We appreciate this very much.

Now come officials of the local health and Red Cross units asking me to write you for permission to take the other small office building for use in their red cross work.

I am not very good at begging,but I know they need a place in which to store their emergency supplies such as clothing,bedding etc. They say they can get donation labor to move the building off the right of way and across the river.

We should also ask your permission to move these buildings across the new bridge on trucks.

The buildings are I4 feet wide and could be taken across the bridge in about ten minutes,very early in the morning.

Respectfully, Geo. P. Edwards

Mayor of Florence.

Siuslaw Riv

May 4, 1936

Mr. J. M. Devers
Office

Dear Sir:

Referring to your letter regarding the request of Dr. George P. Edwards of Florence, I simply had in mind a sort of agreement wherein the building would be donated by the State Highway Commission to the City of Florence for use as a city library; that the City accept it under these conditions and that it would forever remain public property and could not be disposed of to some individual; that the City agree to move the building without charge from its present position to the place selected by the City; if the movement involves traversing the highway, that they do so under the terms of a written permit to be granted by the Highway Commission.

Very truly yours,

State Highway Engineer

RHB:HI

2-K-1 1500 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

April 30, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,

Office.

Dear Sir:

A carbon copy of your letter addressed to Dr. George P. Edwards of Florence relative to the action of the Commission at its last meeting wherein the Commission is giving to the City a building acquired in connection with the acquisition of right of way for the Florence bridge has been received in this office. The last paragraph of your letter states: "Mr. Devers will prepare the papers shortly for the signature of the Mayor and the Council."

I have no data with which to prepare the agreement and do not know all of the terms and conditions. Will you please have someone supply me with this information.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW

FORM 5-E-1 5M 2-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer

G. S. PAXSON
Acting Bridge Engineer

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Siuslaw Bridge

May 2, 1936.

Mercer-Fraser Company
Eureka, California.

NOTED
State Highway Engineer

Gentlemen:

Attached are fifteen copies of the agreement for final settlement of claims on the Siuslaw River Bridge at Florence. These will be presented to the Commission as soon as they are returned bearing your signatures and the signatures of the representatives of the bonding companies.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock ✓
J. M. Devers

Enclosure

Form 9-A-1 6M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 25, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Dr. George P. Edwards
Mayor
Florence, Oregon

Dear Sir:

I took up with the Highway Commission yesterday the matter of donating the small office building that we are now using near the Siuslaw bridge to the City of Florence as a public library. The press of business made it impossible to get this before the Commission on April 16.

For your information will advise that on my recommendation the Commission took favorable action and authorized J. M. Devers, the attorney, to prepare an agreement wherein you were to move the building off the right of way at your expense, the State Highway Commission donating the building. Mr. Devers will prepare the papers shortly for the signature of the Mayor and the Council.

Very truly yours,

RHBaldock

State Highway Engineer

RHB:MI
cc Mr. J. M. Devers
Mr. H. B. Glaisyer

FORM 9-A-1 9M 1-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 3, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Dr. George P. Edwards
Mayor of Florence
Florence, Oregon

Dear Sir:

We will bring to the attention of the Commission at their meeting on April 16 your letter of April 2 in which you request that one of the office buildings used during the construction of the bridge be donated to the city of Florence for use as a public library.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. H. B. Glaisyer

GEORGE P. EDWARDS, M. D.
FLORENCE, OREGON

April 2,1936

Oregon State Highway Commission,
Salem,Oregon.

Gentlemen;

The little town of Florence,Oregon has a public library now housed in the city hall in a small room which is not half big enough for the number of books in the library.

Hearing that you intend to dispose of your office buildings on the Glenada side of the river either by sale or burning I went over to look at them thinking one of them might be siutable for our library. I decided we could use the one best finished on the interior.

But since our budget does not provide any funds for the purchase of buildings,the city council and the people of Florence wish you could see your way clear to donate this building to us.

Money can be raised by private subscribed to pay for the cost of moving the building over to Florence.

Hoping this will meet with your approval, I am,

Yours very truly,

Geo. P. Edwards
Mayor of Florence.

. BALDOCK
GHWAY ENGINEER
SALEM

FORM 8-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Siuslaw Bridge

April 24, 1936

State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: CARL F. SMITH

Dear Sir:

Please advise me if you have recently received from this office, a bill from Mercer--Fraser Company for pulling old piling at the Gardiner ferry slip in the amount of $13.97.

We think this bill was forwarded to the Salem office April 15th. If not in your office, please check in Mr. Bishop's office as prefix for the work is 20-1017.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

[redacted]

April 25, 1936

Dr. George P. Edwards
Mayor
Florence, Oregon

Dear Sir:

I took up with the Highway Commission yesterday the matter of donating the small office building that we are now using near the Siuslaw bridge to the City of Florence as a public library. The press of business made it impossible to get this before the Commission on April 16.

For your information will advise that on my recommendation the Commission took favorable action and authorized J. M. Devers, the attorney, to prepare an agreement wherein you were to move the building off the right of way at your expense, the State Highway Commission donating the building. Mr. Devers will prepare the papers shortly for the signature of the Mayor and the Council.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. J. M. Devers
Mr. H. B. Glaisyer

GEORGE P. EDWARDS, M. D.
FLORENCE, OREGON

April 23,1936.

Oregon State Highway Commission,
Salem,Oregon.

Gentlemen;

Some time ago I wrote you relative to your office buildings used here during construction ofthe Siuslaw river bridge. I expressed the hope that you might see your way clear to donate this building to the City of Florence for use as our public library.

You answered saying you would consider the matter at your meeting of April I6. Since I have not heard from you about this I have wondered if you may have instructed your engineer here to look after the matter.

I trust you may find time to write me your decision in the matter.

Yours very truly,

Geo. P. Edwards

Mayor of Florence.

FORM S-A-1 5M 1-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Siuslaw River Bridge

April 20, 1936

IN REPLY PLEASE REFER TO FILE NO.

G. S. Paxson
Bridge Engineer
Salem, Oregon.

ATTN: C. A. JORDAN

Dear Sir:

I have received a bill from Mercer-Fraser Company for pulling old piling between the Glenada ferry slip and the Siuslaw River bridge.

This work was done on April 11th, and amounts to $15.97 including two hours rental on gas hoist, 15% on labor and insurance at 10%.

Please advise at your earliest convenience if this is correct.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EBC:AF

NOTED
Highway Engineer

#1641

Siuslaw Bridge

April 13, 1936.

Mr. H. B. Glaisyer

The Siuslaw River Bridge at Florence, Contract No. 1641, Mercer-Fraser Company, contractors, was completed on April 10.

The matter should be presented to the Commission at the next meeting for formal acceptance.

G. S. Paxson

CC R. H. Baldock

APPROVED BY HIGHWAY COMMISSION
DATE April 17, 1936
H B Glaisyer
[illegible]

2

Siuslaw Bridge

April 5, 1936

Dr. George P. Edwards
Mayor of Florence
Florence, Oregon

Dear Sir:

We will bring to the attention of the Commission at their meeting on April 18 your letter of April 2 in which you request that one of the office buildings used during the construction of the bridge be donated to the city of Florence for use as a public library.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. H. B. Glaisyer

FORM 6-E-1 2M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

April 1, 1936.

Mr. C. C. Hockley
Acting State Director
Public Works Administration
506 Failing Building
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

The contract for the construction of the Siuslaw River Bridge at Florence, our Contract No. 1641, PWA Docket 982, provides that all work included in this contract shall be completed on or before December 31, 1935.

On August 8, 1934, an Amendatory Agreement was entered into between the Oregon State Highway Commission and the Mercer-Fraser Company, the contractors, extending this completion date to February 27, 1936. The extension designated as Change Order 11 SB received your approval January 29, 1936. This extension of time covers only an extension due to delay in the execution of the contract subsequent to the opening of bids on the project. During the progress of the work several changes were made in the plans for the piers which caused delay to the contractor in completing the work on the project.

It is the purpose of this application to request your approval of a further time extension to compensate for these delays. In support of this request, we submit the following:

1. Six copies of Memorandum of Agreement entered into the 17th day of March, 1936, between the State Highway Commission and the Mercer-Fraser Company, contractors, and consented to by the surety companies for this contract.

2. The contractors on this work are the Mercer-Fraser Company, a corporation, and the type of work is the construction of a bridge across the Siuslaw River on the Oregon Coast Highway in Lane County.

3. The contract for this work was approved by the Acting State Director, P.W.A., on August 3, 1934.

4. The contract was executed July 25, 1934.

5. The extension requested is from February 27, 1936, to June 6, 1936.

6. Work was begun on August 6, 1934.

7. The time of completion required under the original contract was December 31, 1935, extended under Change Order 11 SB to February 27, 1936. The present request extends this time to June 6, 1936.

8. The contract provides that "The contractor shall pay to the state $100.00 per day for each calendar day after said completion date, until the work provided for in this contract is completed or accepted."

The contract also provides that "In the event that the bridge is completed and ready for traffic before the specified completion date, as stated elsewhere herein, a saving will accrue to the state, and for each and every day that the bridge is under traffic (continuously and without further interruption of traffic) before said specified completion date, the state will pay to the contractor a bonus of $35.00."

9. Work is not yet completed on this structure.

10. The contract work is not yet accepted.

11. Traffic was routed over this structure at 12:45 P.M., March 31, 1936 under a permit for partial use and occupancy. This routing of traffic across the structure complies with the provision of Paragraph 8 above, and establishes the date on which bonus payments under the contract begin.

There is still some cleaning up around the job which does not interfere with the continuous use of the structure by traffic. It is expected that all of this work will be completed and the job ready for final acceptance approximately April 10th.

12. As stated above, several changes were made in pier foundations which delayed the execution of the work. The contract for this project provides that:

> "Should such delay if any, be occasioned by or on account of any act or cause chargeable to the state, then the time for completion of said job will be extended for such additional period of time as may be necessary to offset the delay chargeable to the state. * * * * * * * * * * * * * *"

The various items of work on this project were carefully scheduled by the contractor. Certain of these items were keys to the progress of the job, and any change which entailed delay to these key items causes delay to the completion of the entire job.

On August 22, 1934, we lowered the elevation of the footings for the main bascule piers, Piers 2 and 3, five feet. This change was made before much preliminary work had been done, and while the excavation of this additional five feet undoubtedly took longer than would have been taken under the original plan, the contractor has not claimed any extension for this change. The work on the foundations proceeded until October 30, 1934, at which date the cofferdam, excavation and foundation piling were complete for Pier 4, and the cofferdam in place and a considerable part of the excavation done for Pier 3. The cofferdam frame was in place for Pier 2 but no sheet piling driven.

At this time it was discovered that due to the restriction of waterway by the cofferdams and false work a serious scour was taking place around Piers 3 and 4. In order that the waterway be no further restricted, the contractor was asked to delay the placing of sheet piling at Pier 2 until the cofferdams were cleared away at Piers 3 and 4. While this delay undoubtedly affected the completion of the job, no claim has been made by the contractor for this delay at Pier 2.

At the same time this request was made, it was decided to anchor the lower part of the cofferdam to the footings at Piers 3 and 4, and to leave this part of the cofferdams in place and to place riprap around the cofferdams. This addition was covered under Extra No. 3 SB, approval for which was applied for November 3, 1934, and granted by the PWA November 27, 1934. This anchoring of these sheet piling was done by a diver and while this under-water work was going on, all other work was necessarily suspended on these piers. The delay extended from November 8, to November 21, 1934, amounting to 13 days.

Fender piling are placed at each end of the bascule piers and it was necessary that these be driven before the riprap was placed. The schedule of the contractor called for the driving of these fender piling during the late summer of 1935, and material orders were so placed. The addition of riprap necessitated the logging of cedar piling under adverse weather conditions and delayed delivery until December 5, at which time the driving of foundation piling was discontinued for five days while the fender piling were driven. The total delay at Pier 3 due to changes was therefore 18 days.

On December 28, 1934, scour around the south approach bents from Bent 9 to and including Bent 13, had progressed to an extent that made it advisable to lower these footings and to place riprap. This work was covered under Extra No. 6 SB approved by PWA January 18, 1935.

On December 28, 1934, when the contractor was notified of the change, the cofferdams were complete and the greater part of the excavation done. Foundation piling for several bents were delivered but not driven. The change necessitated the procuring of new and longer foundation piling for Bents 9, 10, and 11, and the revision of the cofferdams for all bents. The piling were delivered in small lots under adverse weather conditions, and it was not until February 25, 1935, that all piling were delivered.

Pile driving continued during this period as material was available, the total time of driving being 169 hours, or approximately 21 days work for two crews. Deducting this 21 days from the 62 days elapsed time between December 28, 1934, and February 25, 1935, leaves a delay of 41 days chargeable to this change.

As noted above, the contractor had been requested to delay work on Pier 2 cofferdam until the cofferdams were removed from the other piers. Observations made during several months indicated the necessity of protecting Pier 2 by riprap and sheet piling as had been done at Pier 3. This work was ordered under Extra No. 7 SB, approved February 14, 1935. Here, as at Pier 3, it was necessary to drive the fender piling before placing riprap. Owing to adverse weather conditions, delivery of this piling was not made until June 5, 1935. The contractor had completed work at Pier 2 up to the point at which it was necessary to drive fender piling on April 26, 1935, and by this change was delayed until June 5, 1935, a delay of 41 days.

Summarizing the delays enumerated above:

Pier 3	(a) Anchoring cofferdam to footing	13 days
	(b) Driving fender piling	5 "
Bents 9 to 13, Inclusive		
	Change in pile lengths	41 "
Pier 2	Delay due to fender piling	41 "
	Total	100 days

In my opinion the request of the contractor is reasonable, is based on actual delays which had the effect claimed on the completion of the entire project, and should be granted as a net extension of time subject to the bonus and penalty provisions of the contract.

This bridge was open to travel at 12:45 P.M., March 31, 1936. Since the ferry at this site operated a portion of that day, no benefit accrued to the state until April 1, 1936. Bonus payments should therefore be dated from April 1, 1936, or 67 days ahead of the completion date under this agreement.

The contract provides for a bonus payment of $35.00 per day, and the total cost of bonus under this time extension would be $2,345.00.

In view of the above, we request your approval of this time extension.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

CC Mr. Baldock ✓
Mr. Devers
Mr. J. F. Meagher, R.E.L
Mr. C. A. Jordan

FORM 5-S-1 2M 2-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Siuslaw

March 27, 1936.

Mr. C. C. Hockley
Acting State Director, PWA.,
506 Failing Building
Portland, Oregon.

NOTED
State Highway Engineer

Dear Sir:

Construction on the Siuslaw River Bridge at Florence will have progressed to such a point that highway traffic may be carried across the structure on March 28, or at least within a few days thereafter, depending upon suitable weather to complete a small amount of surface finish which is being done from scaffolding that partially blocks the roadway.

P. W. A. Circular No. 29445 provides that before partial occupancy of a structure, the applicant shall secure the approval of the State Director for such partial occupancy, and also requires that all insurance companies who have written insurance on the property are notified of the intended occupancy. Also, that the contractor is advised in writing that the occupancy of the structure shall not be construed as an acceptance, and that any claims which the owners may have against the contractor shall not be deemed to have been waived by such occupancy.

It further requires that all building ordinances and regulations shall have been complied with.

In support of the above, I am attaching hereto copies of letters to the Mercer-Fraser Company, general contractors, NePage-McKenny Company, subcontractors for the electrical work, the W. P. Fuller Company, subcontractors for the glazing, the Fireman's Fund Indemnity Company and the Fidelity & Casualty Company of New York, who carry the general contractor's insurance; the Great American Indemnity Company who carry the insurance for the NePage-McKenny Company, and the Hartford Accident & Indemnity Company who carry the insurance for the W. P. Fuller Company. This being a bridge structure, there are no building ordinances applicable, and the only regulations are the regulations of the War Department which have been complied with.

We would appreciate early receipt of your approval of this partial occupancy.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP
Enclosures

cc R. H. Baldock ✓
J. M. Devers
J. P. Meagher
C. A. Jordan

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
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H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

COPIES TO:

C. C. Hockley
R. H. Baldock ✓
J. M. Devers
J. F. Meager, R.E.I.
C. A. Jordan
McPage-McKenny
W.P.Fuller Co.
Fireman's Fund Ind. Co.
Fid. & Cas. Co. of NY
Gr. Amer. Ind. Co.
Hartford Acc. & Ind. Co.

March 27, 1936.

Mercer-Fraser Co.,
Florence, Oregon.

Gentlemen:

Pursuant to our conference at Florence on March 24, it has been agreed that the Siuslaw River Bridge will be open to highway travel on March 28, 1936, or as soon thereafter as your scaffolding and all other restrictions to travel can be removed.

Since all of your work on this project will not have been completed by this time, such opening to travel constitutes partial use and occupancy of the project. The Public Works Administration's rules provide that in such cases, all insurance companies which have written insurance on the property are notified of the intended occupancy and that the contractor is advised in writing by the owner that the occupancy of the project or any part thereof shall not be construed as an acceptance of the project or any part thereof; and that any claims which the owner may have against the contractor shall not be deemed to have been waived by such occupancy.

It is also agreed that this partial occupancy shall not constitute the basis for any claim as to extension of time on the project.

This letter constitutes notice to you of the above.

Attached hereto are copies of notices to insurance companies of the intended occupancy.

We would appreciate acknowledgment of the above communication and formal acceptance of the provisions thereof.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

cc Eureka Office

GSP:AP

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
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F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 27, 1936.

NePage-McKenny Company
804 Sixth Avenue, South,
Seattle, Washington.

Gentlemen:

For your information, I am enclosing a copy of a letter this day mailed to Mercer-Fraser Company, contractors for the Siuslaw River Bridge at Florence, on which project you have the subcontract for electrical installation.

Please acknowledge receipt of this letter and the copy of the letter addressed to said contractors; and as subcontractors to Mercer-Fraser Company, advise us of your consent to the plan.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

cc C. C. Hockley
R. H. Baldock ✓
J. M. Devers
C. A. Jordan
J. F. Meagher
Mercer-Fraser Co.
Great American Indemnity Co.

COMMISSIONERS
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H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 27, 1936.

W. P. Fuller Co.,
2181 N. W. Nicolai Street
Portland, Oregon.

COPY

Gentlemen:

For your information, I am enclosing a copy of a letter this day mailed to Mercer-Fraser Company, contractors for the Siuslaw River Bridge at Florence, on which project you have the subcontract for the installation of all glass work.

Please acknowledge receipt of this letter and the copy of the letter addressed to said contractors; and as subcontractors to Mercer-Fraser Company, advise us of your consent to the plan.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

cc C. C. Hockley
R. H. Baldock ✓
J. M. Devers
C. A. Jordan
J. F. Meagher, R.E.I.
Mercer-Fraser Co.
Hartford Accident & Indemnity Co.

COMMISSIONERS
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F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 27, 1936.

Mr. H. F. Ferrill, Agent
Firemen's Fund Indemnity Co.,
Eureka, California.

Dear Sir:

Enclosed is a copy of a letter, the original of which was sent today to the Mercer-Fraser Company, contractors for the construction of the bridge over the Siuslaw River at Florence.

You will note that in said letter the Highway Commission has advised the contractors that it is their purpose to open the bridge for highway travel on March 28, or as soon thereafter as the scaffolding and other obstructions are removed.

The Public Works Administration requires that notice of such partial use of the bridge be given to the contractors and to the insurance companies who have written insurance on the bridge. Therefore, this letter is addressed to you, and a copy of the letter to Mercer Fraser Company is enclosed, for the purpose of conforming with the requirements of the P.W.A.

We will appreciate a letter from you acknowledging receipt of this communication so that the same may be placed in our permanent files.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

Enclosure
CC C. C. Hockley
R. H. Baldock ✓
J. M. Devers
C. A. Jordan
J. F. Meagher
Mercer-Fraser Co.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 27, 1936.

C. H. Stewart & Co., Agents
Fidelity & Casualty Company of New York,
Eureka, California.

Gentlemen:

Enclosed is a copy of a letter, the original of which was sent today to the Mercer-Fraser Company, contractors for the construction of the bridge over the Siuslaw River at Florence.

You will note that in said letter the Highway Commission has advised the contractors that it is their purpose to open the bridge for highway travel on March 28, or as soon thereafter as the scaffolding and other objstructions are removed.

The Public Works Administration requires that notice of such partial use of the bridge be given to the contractors and to the insurance companies who have written insurance on the bridge. Therefore, this letter is addressed to you, and a copy of the letter to Mercer-Fraser Company is enclosed, for the purpose of conforming with the requirements of the P.W.A.

We will apprecigte a letter from you acknowledging receipt of this communication so that the same may be placed in our permanent file.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

Enclosure
CC C. C. Hockley
R. H. Baldock ✓
J. M. Devers
C. A. Jordan
J. F. Meagher
Mercer-Fraser Company

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 27, 1936.

Great American Indemnity Co.,
Harvey Wells, Agent,
Failing Building
Portland, Oregon.

Gentlemen:

Enclosed is a copy of a letter, the original of which was sent today to Mercer-Fraser Company, contractors for the construction of the bridge over the Siuslaw River at Florence.

You will note that in this letter the Highway Commission has advised the contractors that it is their purpose to open the structure to highway travel on March 28, or as soon thereafter as the scaffolding and other obstructions to traffic are removed.

The Public Works Administration requires that notice of such partial use of the structure be given to the contractors and to the insurance companies who have written insurance on the structure. Therefore, this letter is addressed to you since you carry the insurance of the NePage-McKenny Company, subcontractors on this structure, and a copy of the letter to Mercer-Fraser Company is enclosed for the purpose of conforming with the requirements of the P.W.A.

We will appreciate a letter from you acknowledging receipt of this communication so that it may be plaSed in our permanent files.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

Enclosure
CC C. C. Hockley
R. H. Baldock ✓
J. M. Devers
C. A. Jordan
J. F. Meagher
Mercer-Fraser Company
NePage-McKenny Co.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 27, 1936.

Hartford Accident & Indemnity Co.,
Mr. Ed C. Lloyd, Agent
% Mr. L. M. Miller,
Spalding Building
Portland, Oregon.

Gentlemen:

Enclosed is a copy of a letter, the original of which was sent today to Mercer-Fraser Company, contractors for the construction of the bridge over the Siuslaw River at Florence.

You will note that in this letter the Highway Commission has advised the contractors that it is their purpose to open the structure to highway travel on March 28, or as soon thereafter as the scaffolding and other obstructions to traffic are removed.

The Public Works Administration requires that notice of such partial use of the structure be given to the contractors and to the insurance companies who have written insurance on the structure. Therefore, this letter is addressed to you since you carry the insurance of the W. P. Fuller Company, subcontractors on this structure, and a copy of the letter to Mercer-Fraser Company is enclosed for the purpose of conforming with the requirements of the P.W.A.

We will appreciate a letter from you acknowledging receipt of this communication so that it may be placed in our permanent files.

Very truly yours,

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Acting Bridge Engineer

Enclosure
CC C. C. Hockley
R. H. Baldock
J. M. Devers
C. A. Jordan
J. F. Meagher
Mercer-Fraser Co.,
W. P. Fuller Co.

FORM B-S-1 5M 2-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 20, 1936.

Mercer-Fraser Company,
Eureka, California.

Attention Mr. Hugh A. Graham

Gentlemen:

We have your letter of March 17, requesting a decrease of the retained percentage from ten per cent to three per cent at the time of completion of work on your contract.

We are hopeful that no great period of time will elapse between the completion of your work and the making of final payment on the job. However, I will take this request up with Mr. Baldock, and if there is to be any considerable delay in final settlement, I will see if I can work out some such arrangement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock

NOTED

FORM B-E-1 25152 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 20, 1936.

Mr. C. C. Hockley
Acting State Director, PWA.,
508 Failing Building
Portland, Oregon.

Dear Sir:

We hereby apply for a change order, changing the three inch wearing surface of the floor of the operating houses on the Siuslaw River Bridge from cinder concrete to Class "A" Concrete.

We have thoroughly investigated the supply of cinders available for this work, and have not been able to locate any acceptable material. This wearing surface acts as a covering over the metal conduits, and we are fearful that the cinders available contain too much acid to make their use advisable.

This change will not change in any way the cost of the project nor will it be the basis for any change in the time required to complete the project under the contract.

In support of the above, I am attaching hereto copies of a letter from the Mercer-Fraser Company agreeing to the above.

Under separate cover we are sending you six copies of drawing 4789 on which the change from cinder concrete to Class "A" Concrete is noted.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

3 CC Mr. Hockley
1 CC Mr. Hopkins
1 CC Mr. Jordan
1 CC Mr. Baldock & Mr. Devers

MERCER-FRASER COMPANY

General Contractors & Engineers

COPY

Florence, Oregon.
February 17, 1936

Mr. G. S. Paxson
Bridge Engineer
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

It is hereby agreed that on the Siuslaw River Bridge, if the top floors of the pierhouses are changed from cinder concrete to Class A Portland Cement concrete, that there will be no claim against the State of Oregon as to the unit price or extension of time on account of this change.

Yours truly,

MERCER-FRASER COMPANY

H. C. Acheson (signed)

H. C. Acheson, Supt.

HCA/gb

cc to M-F Co. Eureka
cc to C. A. Jordan

NOTE: Original signed copy in Oregon State Highway Department files.

G S Paxson

G. S. Paxson, Acting Bridge Engineer.

FORM B & 1 29182 1500 10 35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 1, 1936.

Mercer-Fraser Company
Eureka, California

Gentlemen:

Mr. Jordan has transmitted your letter of January 27, notifying us that you anticipate making application for extension of time due to changes in the foundation for the piers and approach bents on the Siuslaw River Bridge at Florence.

We would ask that at the same time this extension of time is considered that you submit to us a statement of any and all claims for adjustment which you may contemplate on this contract. We ask this so that the entire effect of any changes which have been made may be considered together.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc Contractor's Florence office
R. H. Baldock
C. A. Jordan

2-E-1 25152 1500 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

RH13

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

January 13, 1936.

Mr. C. C. Hockley
Acting State Director
Public Works Administration
508 Failing Building
Portland, Oregon.

NOTED
State Highway Engineer

Dear Sir:

In the contract for the construction of the Siuslaw River Bridge at Florence, our Contract No. 1641, PWA Docket No. 9822 it is provided that "All work included in this contract shall be completed on December 31, 1935."

On August 8, 1934, an Amendatory Agreement was entered into between the Oregon State Highway Commission and Mercer-Fraser Company, the contractors, extending this completion date to February 27, 1936. We hereby ask your approval of this extension.

In support of this request, we submit the following:

1. Photostatic copy in triplicate of the above Amendatory Agreement, together with the consent of the surety companies thereto.

2. The contractors on this work are Mercer-Fraser Company, a corporation, and the type of work is the construction of a bridge across the Siuslaw River on the Oregon Coast Highway in Lane County.

3. The contract for this work was approved by the Acting State Director, P.W.A., on August 3, 1934.

4. The contract was executed July 25, 1934.

5. The extension requested is from December 31, 1935, to February 27, 1936.

6. Work was begun on August 6, 1934.

7. The time of completion required under the original contract was December 31, 1935, and under the proposed extension February 27, 1936.

8. The contract provides that "The contractor shall pay to the state $100.00 per day for each calendar day after said completion date until the work provided for in this contract is completed or accepted."

The contract also provides that "In the event that the bridge is completed and ready for traffic before the specified completion date, as stated elsewhere herein, a saving will accrue to the state, and for each and every day that the bridge is under traffic (continuously and without further interruption of traffic) before said specified completion date, the state will pay to the contractor a bonus of $35.00."

9. Work is not yet completed on this structure.

10. The contract work is not yet accepted.

11. Extension of time is necessary in order to complete the structure.

12. Bids were received on this project on June 7, 1934. Final approval of the Loan and Grant Agreement under which this project was to be financed had not at that time been completed, and it was not until July 25, 1934, that the contract was executed by the contractors and the State Highway Commission. This executed contract was not approved by the Acting State Director, P. W. A., until August 3, 1934, a delay of 58 days subsequent to the opening of bids.

The contract for this project provides that:

> "Should such delay, if any, be occasioned by or on account of any act or cause chargeable to the state, then the time for the completion of said job will be extended for such additional period of time as is necessary to offset the delay chargeable to the state, provided the contractor shall, immediately upon the happening of such act or cause on the part of the state occasioning such delay, notify the state of the same and of the amount of the additional time required to complete said job, and in the event the contractor and the state are unable to agree with respect thereto the engineer's decision as to the amount of additional time to be allowed shall be final. It is understood,

however, that a delay in the awarding of the contract, providing the award is made within forty-eight (48) hours of the time fixed for the receiving of bids, will not constitute cause for the extension of the specified time limit."

The extension granted under the Amendatory Agreement attached hereto extends the time for completion 57 days beyond the original completion date. Since the final approval of this contract was delayed 58 days after the opening of bids, the contractor under the specification quoted above, would be entitled to an extension of that length of time. The Amendatory Agreement executed, however, calls for an extension of only 57 days, terminating on February 27, 1936, and it is on an extension of this 57 days that we ask your approval.

In view of the above, we request your approval of this time extension.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

cc R. E. Corey
J. E. Donaldson
R. H. Baldock
J. M. Devers

Const
Coast Hwy Bridges
Siuslaw

December 21, 1935

Mr. H. B. Glaisyer
Office

Dear Sir:

Herewith five copies of memorandum of agreements covering the furnishing of power and light for the Siuslaw River Bridge at Florence and for the Umpqua River Bridge at Reedsport. These have been executed by the officials of the West Coast Power Company and are ready for execution by the Highway Commission.

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

[illegible]

cc [illegible] H. Baldock
J. [illegible] DeSouza

FORM 6-E-1 22274 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Coast
Coast Hwy Bridge
Siuslaw

October 26, 1935.

NOTED

Mr. A. G. Skelton
Roseburg, Oregon.

Dear Sir:

Please contact Dr. Edwards, the Mayor of Florence with reference to the matter of a stairway leading up the approach embankment at the north end of the Siuslaw River Bridge. Find out what he has in mind, and advise as to your recommendation concerning such a stairway.

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

GSP:AP

FORM B-E-1 22374 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

[illegible]
Bridges Coast Hwy
Siuslaw River

July 22, 1935

Mr. C. C. Hockley
Acting State Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Mr. Hockley:

We hereby make application for approval of a change in the specifications for the surface finish of the exposed concrete on the Siuslaw River Bridge, which change is fully set forth in the attached amended agreement. This change eliminates the coat of waterproofing solution, which has proven inadequate and unsatisfactory, and since this change in specification decreased the contractor's cost, the state and the contractor have agreed that the final estimate shall be decreased by the sum of $635.00.

The net decrease in cost of the project due to this change order is $635.00.

We are attaching hereto, six copies of the amended agreement.

Very truly yours

C. B. McCullough
Assistant State Highway Engineer

GSP LD
Enc.

cc C. A. Jordan
J. M. Devers
R. H. Baldock

FORM 5-E-1 22374 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Siuslaw

July 2, 1935

Mr. C. C. Hockley
Acting State Director
Public Works Administration
506 Failing Building
Portland, Oregon

Re: Siuslaw River Bridge

Dear Mr. Hockley:

For your information, the work authorized under Change Order 6 38 has been completed. The quantities involved in this work have been figured and checked by this office and are as follows:

Increased Items:

Excavation, 235.8 cu. yds. at $17.00 per cu.yd.	$4,008.60
Excavation Below Elev. Shown, 693.3 cu. yds. at $2.00 per cu. yd.	1,386.60
Foundation Piling, 2261 lin. ft. at 0.62 per lin. ft.	1,401.82
Foundation Piling Cutoff, 38 lin. ft. at 0.09 per lin. ft.	3.42
Seal Concrete, 488.6 cu. yds. at $13.50 per cu. yd.	6,596.10
Class "B" Concrete, 105.3 cu. yds. at $21.00 per cu. yd.	2,211.30
Class "A" Concrete, 27 cu. yds. at $28.00 per cu. yd.	756.00
Metal Reinforcement, 3,678 pounds at 0.042 per pound	154.48
Total	$ 16,518.32

Decreased Items:

Seal Concrete, 222.8 cu. yds. at $25.00 per cu. yd.	5,570.00
Total Cost	$ 10,948.32

We ask your approval and revised form 84 based on the above figures. The figure $16,518.32 will be the amount appearing on the estimate as the cost of the Change Order. The actual increased cost of this will be the figure $10,948.32, the decrease in seal concrete being taken into account on the Quantity Summary Sheet or job estimate.

The item of foundation piling pay cut-off is in accordance with paragraph 3036 of the specifications and contract agreement for the Siuslaw River Bridge.

Very truly yours

C. B. McCullough
Assistant State Highway Engineer

CAG LD

cc C. A. Jordan
R. H. Baldock✓

FORM 8-8-1 10630 2M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

[illegible] Coast Hwy [illegible]

April 26, 1935.

Mr. C. C. Hockley
State Engineer, PWA.,
U. S. Courthouse
Portland, Oregon.

Dear Mr. Hockley:

The work involved in charge order 3 SB has been completed, and the quantities have been computed and checked, and found to be as follows:

Excavation: No change from the original estimate.

Excavation Below Elevation Shown: Plus 0.2 of one cubic yard.

Foundation Piling: All foundation piling were eliminated. The original estimate was for 640 lineal feet.

Seal Concrete: All seal concrete was eliminated. The original estimate was for 18½ cubic yards.

Class "B" Concrete: The original estimate was for 22.22 cubic yards. The revised plan is for 15.79 cubic yards, or a deduction of 6.43 cubic yards.

Class "A" Concrete in Columns: An addition of 5.09 cubic yards.

Metal Reinforcement: An addition of 619 pounds.

The quantities listed above as increases over the original plan will appear on the estimate in the future under the heading "Change Order 5 SB."

The quantities saved from the original estimate will be entered in their respective items on the quantity summary sheet under the column headed "Estimate Corrected to Date" to act as a credit to the job cost.

The summary of the quantities follows:

Excav. Below Elev. Shown, 0.24 c.y.x$2.00	=	$ 0.48
Foundation Piling 640 lin.ft x $0.62	=	-396.80
Seal Concrete, 18.5 c.y. x $25.00	=	-462.50
Cl. "B" Conc. 6.43 c.y. x $21.00	=	-135.03
Cl. "A" Conc. in Cols. 5.09 c.y. x $28.00	=	142.52
Metal Reinf. 619 lbs. x $0.042	=	26.00
Net		$ -825.33

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP
CC R. H. Baldock
cc J. M. Devers
cc C. A. Jordan

FORM S-E-1 18630 2M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

April 23, 1935.

Mr. C. C. Hockley
State Engineer, PWA.,
U. S. Courthouse
Portland, Oregon.

Dear Mr. Hockley:

Reference is made to your communication of April 19, concerning the Poole & McGonigle subcontract, Siuslaw River Bridge. The following is quoted from this communication:

> "Please advise why, in your opinion, the arrangement between the contractor and Poole & McGonigle should not be considered an ordinary contract for the purchase of material rather than a sub-contract. Also, kindly advise whether Poole & McGonigle will perform any labor at the site of the work."

Answering your first inquiry, we most certainly do consider the arrangement between the contractor and Poole & McGonigle nothing more than an ordinary contract for the purchase of material, and not a subcontract; and Mr. Devers concurred in this opinion when the matter was discussed last year. Under date of April 18, however, you addressed a communication to Mr. Devers, copy of which communication is attached hereto for convenient reference. In view of the ruling set forth in this communication, we understood it to be your desire that the furnishing of fabricated material should be reported to you as a subcontract.

As above stated, however, we have always been of the opinion that this is simply an arrangement for the purchase of material and not a subcontract in the strict sense of the word.

As to the last sentence of your communication, Poole & McGonigle will not perform any labor at the site of the work.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Enclosure
CBM:AP

Portland, Oregon
April 18, 1934.

Mr. J. M. Devers,
Attorney, State Highway Commission
Salem, Oregon.

Subject: Subcontractors

Dear Mr. Devers:

Confirming telephone conversation of today between Mr. C. B. McCullough, Assistant State Highway Engineer, and Mr. Meager, of this office:

Please see copy of my circular letter of April 6 which I sent you some time ago and in which I quoted instructions which I received from Federal Emergency Administration of Public Works, dated March 28, 1934, relating to "Bids of Subcontractors".

On April 16, I wired the Administration at Washington asking whether or not steel companies furnishing fabricated steel for bridges on PWA projects were considered subcontractors within the meaning of the Administrator's instructions of March 28. Today I received a reply stating: "FABRICATED STEEL VENDOR IS SUBCONTRACTOR".

I believe the State Highway Commission should wire the steel companies that are likely to furnish quotations to bidders for construction of Coos Bay and other bridges to the effect that bidders who base their bids upon quotations from steel companies must submit with their proposal the quotation of the steel company on which their bid is based, and that the quotation must be accompanied by a signed United States Government Form No. 61 (revised March, 1934).

The successful bidder on Alsea Bridge and all bidders on the remaining four Coast Bridges should be advised that all subcontractors (including suppliers) must sign this Form 61 before awards to or purchases from such subcontractors and suppliers can be approved.

Very truly yours,

C. C. Hockley (signed)
C. C. Hockley
State Engineer for Oregon
Public Works Administration

JFM:B
cc Mr. C. B. McCullough
Asst. St. Hwy. Engr.
Salem, Oregon.

FORM 0-5-1 16656 2M 6-34
COMMISSIONERS
~~LESLIE M.~~ SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

April 15, 1935.

Mr. C. C. Hockley
State Engineer, PWA
U. S. Courthouse
Portland, Oregon.

Dear Mr. Hockley:

We have your letter of April 12, relative to monthly estimate No. 7, Siuslaw River Bridge.

We now have the final calculations for all quantities involved in change order No. 6 SB in this office, and as soon as they have been checked, we will submit an application for revision of the change order setting up the exact quantities. The original estimate called for 192piles 30 feet long under the bent footings. Under the revised plans the footing area was considerably enlarged, and a greater number of piling used. However, due to the increased depth of footing, we anticipated a shorter penetration below bottom of footing, and a net saving of piling of 600 lineal feet. The foundation piling shown on Estimate No. 7 are the piling under the enlarged footings outside of the lines of the original footings. In addition to the piling shown under change order No. 6 SB, there are approximately 3500 lineal feet within the limits of the footings shown on the original plans. These piling are carried in Estimate No. 7 under Item 3, foundation piling. It was not our intention to show the elimination of all piling from these footings when applying for the change order, but to show the net saving expected. Since some of these piling came outside the lines of the original footing, we carried them under the change order on the estimate. The approximate quantities of piling involved are as follows:

Original estimate 192 pcs. at 30 ft.	5,760	lin.ft
Used under originally planned ftgs.	3,500	" "
Used under additional area	2,160	" "
Net decrease	100	" "

This change from the 600 feet estimated in the change order application will be taken care of in the application for revision.

In view of the above we ask your approval of the item of piling shown under change order No. 6 SB on Estimate No. 7.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

GSP:AP

cc R. H. Baldock ✓
   C. A. Jordan

RM 5-E-1 16686 8M 6-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 11, 1935.

Mr. C. C. Hockley
State Engineer, PWA
U. S. Courthouse
Portland, Oregon.

Dear Mr. Hockley:

Under date of January 26, we requested your approval for a change order authorizing the riprap at Pier 2 and Bents 9 to 12, inclusive, of the Siuslaw River Bridge at Florence.

We are now amending this request to include riprap at Bent 13, and to leave the timber sheet piling in place around the footing of Pier 2 in conformance to Mr. Bowman's request. This amended change order should include the placing of riprap around Bents 9 to 13, inclusive, and at Pier 2, and the driving down, anchoring and leaving in place of the sheet piling at Pier 2. Our estimate of cost for this work is as follows:

Riprap Bents 9-13, incl., 150 cu.yds each - 750 cu.yds at $6.75	$5,062.50
Riprap Pier 2, 500 cu.yds at $6.75	3,375.00
Leave timber sheet piling in place at Pier 2	2,000.00
	$10,437.50

This work will be handled on a cost plus basis under extra work order which we are issuing to the contractor as provided for in the specifications covering this work. A copy of this work order is attached.

Since this is a necessary contingency, we ask that we have your approval for the payment for this work from construction funds.

Very truly yours,

NOTED
... Highway Engineer

C. B. McCullough
Assistant State Highway Engineer

GSP:AP

FORM 5-K-1 15987 1M 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

November 7, 1934

Mr. C. C. Hockley,
State Engineer for Oregon,
Public Works Administration,
U. S. Courthouse,
Portland, Oregon.

Re: Public Liability Policy
P-10465, Siuslaw River
Bridge PWA Docket 982

Dear Mr. Hockley:

Replying to your letter with respect to the above subject wish to advise that Mercer-Fraser Company have construction under way in California and elsewhere practically all of the time and therefore keep in effect public liability insurance. The policy which extends its benefits to the Siuslaw River Bridge is a continuing policy which accounts for the apparent discrepancy in dates.

Trusting that this will answer your inquiry,

I am

Yours very truly,

J. M. DEVERS

JMD:PW

cc Mr. R. H. Baldock
Mr. C. B. McCullough
Mr. J. E. Donaldson

[illegible]

FORM 5-K-1 18887 1M 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

October 25, 1934

Mr. C. C. Hockley,
State Engineer for Oregon,
Public Liability Insurance,
U. S. Courthouse,
Portland, Oregon.

Re: Public Liability Ins.,
Siuslaw River Bridge,
P. W. A. Docket 982

Dear Sir:

I hand you herewith four copies of the certificate made by The Fidelity and Casualty Company of New York with respect to Public Liability Policy No. P 10465 issued in connection with Mercer-Fraser Company's contract for the construction of the Siuslaw River Bridge.

This is the certificate for which you have called.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.

cc Mr. R. H. Baldock ✓
Mr. C. B. McCullough
Mr. J. E. Donaldson

NOTED

FORM 8-A-1 16876 7500 7-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLASYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Oct. 15, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH
SIUSLAW RIVER BRIDGE APPROACHES
OVERRUNS AND UNDERRUNS

Dear Sir:

Several overruns and underruns occurred on this project but the final cost as shown in semi final estimate is $35,577. compared with an authorization of $34,771 or an overrun of about 2%.

An overrun in excavation was caused largely by widening the fills at both ends of the bridge from 42 feet as planned to 60 feet wide as requested by the Bridge Department.

There was an overrun on overhaul and an underrun on truckhaul caused by securing borrow closer to the south end of the bridge than originally planned. This changed the haul from truckhaul to overhaul. The total for these two items in the final estimate is about $250.00 less than the total in the preliminary estimate.

An overrun occurred in 18" concrete pipe. On the Wilson street extension it was necessary to use 96 feet instead of 54 feet.

There was an overrun on gravel shoulders,,most of which occurred on the north approach. The 2" of shoulder gravel proved inadequate to hold down the sand and trucks broke through construction and the additional amount was used in patching up holes.

There was a large underrun on filler. No filler was required in the rock base and very little in the rock surfacing.

Furnishing and placing mineral aggregates is below the estimate and there was no cutback asphalt in second seal coat for the reason that the second seal was omitted on this job. This section has practically no traffic and consequently there would have been no traffic cure of the first seal before placing the second seal. For this reason it was decided to shoot a heavy first seal and omit the second seal.

There was an overrun in #3 road oil for the reason stated in the paragraph above.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

[illegible]-K-1 19887 1M 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

September 6, 1934

Mr. C. C. Hockley
State Engineer for Oregon
Public Works Administration
Federal Courthouse
Portland, Oregon

Subject: Change in Foundation Plans
Siuslaw River Bridge
PWA Docket 982

Dear Mr. Hockley:

This is to acknowledge receipt of your letter of September 4th, in which you discuss your telephone conversation with Mr. McCullough relative to changes in the design of bridge piers and your contention that advance approval by you of any such change is necessary before the change is made.

I note your assurance of complete and prompt cooperation with respect to all matters or problems which may arise during or which may grow out of the construction of the bridges, or any one of them, and in this respect I desire to assure you, and through you your superiors, of our appreciation of this attitude and spirit of helpfulness and we want you to know that the Commission and its engineers will join you wholeheartedly in this spirit of cooperation, to the end that the several bridge projects may go forward and that the best interests of both the Government and the State may be conserved and the utmost results be accomplished for the recovery program, which is the Government's prime object.

I agree with you in your contention that changes in design should be submitted to and have the approval of the Government before such changes are permitted to affect the projects, but I contend that matters which in fact are not changes in design should not be construed as such, especially if to do so would delay the work or jeopardize the State's position with respect to its contractors.

It is my opinion that a change in the depth of pier footings is not a change in the design. The purpose and plan of both borrower and lender is to secure a "satisfactory foundation" for all piers. The plans, specification, and design may show an approximate depth, but that depth, whether below or above the estimated depth, which discloses a "satisfactory foundation" is the thing which must control. Therefore, when the estimated depth has been reached, if a satisfactory foundation is not obtained, then the work must proceed until a satisfactory foundation has been secured. To follow such course can not be construed as resulting in a change in design, but, on the contrary, such procedure can only be construed as carrying out the original plan and design. To follow any other course would be impracticable and unwise.

A delay of even twenty-four hours while waiting for your approval might result in loss to the contractor and therefore a possible loss to the State.

The State Highway Commission has, over a period of years, in co-operation with the United States Bureau of Public Roads constructed many bridges and the approved practice has been to follow the course now being followed with respect to the Coast Bridges. In other words, the Bureau of Public Roads does not construe as a change in design a decision to go below the estimated depth if such is necessary in order to get a satisfactory foundation. Neither do any of our contractors construe such policy as a change in plan or design. In fact, our contract contains the following provision:

> "The elevations of the bottoms of footings, as shown on the plans, shall be considered as approximate only, and the engineer may order such changes in dimensions or elevations of footings as may be necessary to secure a satisfactory foundation."

You will have a representative on the ground at all times who will be familiar with the progress of the work and will know when it will be necessary to go beyond the estimated depth for pier footings, and therefore it appears quite unnecessary to delay construction while blue prints are prepared and the matter submitted for formal approval.

I have advised the Highway Commission that in my opinion a change in the design does not result from a decision to carry the footings below the estimated contract depth when such is necessary to secure a satisfactory foundation. I have also advised the Commission that in my opinion the State would be liable to the contractor for any loss he might sustain if a storm, flood, or other cause beyond his control destroyed any of his false work or other structure or work while he was required to suspend operations waiting for the approval of the Government under circumstances such as are indicated herein. This opinion is based upon my construction that the contract or design is not changed by reason of a decision to carry the footings deeper than the estimated contract depth, but that on the contrary the plan and design would be violated if the contractor were permitted to stop at any distance or depth less than that which produces a satisfactory foundation.

As I have already stated, any change in design will be communicated to you before being put into effect but the necessity for carrying pier footings deeper than the estimated contract depth can not be construed as a change in design necessitating an approval before work can proceed.

Again assuring you of our willingness to cooperate to the fullest extent within the spirit and purpose of the loan agreement and all other matters connected therewith, and appreciating likewise your proffered cooperation, I am

Yours very truly,

J. M. DEVERS

JMD:AW

cc Mr. H. A. Gray, Director,
Inspection Division
Mr. R. H. Baldock
Mr. C. B. McCullough
Mr. C. McDonough
Mr. J. E. Donaldson

FORM B-E-1 14735 1500 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 27, 1934.

Mr. C. C. Hockley
State Engineer, PWA.,
Federal Courthouse
Portland, Oregon.

Dear Mr. Hockley:

Receipt is acknowledged of your communication of August 25, with reference to change in plans on the Siuslaw River Bridge.

In the first place, there is some question as to whether this may be regarded as a change in plans at all. Paragraph 3002 of the specifications provides as follows:

> "The elevations of the bottoms of footings, as shown on the plans, shall be considered as approximate only, and the engineer may order such changes in dimensions or elevations of footings as may be necessary to secure a satisfactory foundation."

However, in order to make the record absolutely clear, we thought it best to submit this drawing to you at this time.

Replying to the second paragraph of your communication, the following is an itemized statement of the additional cost which, at the unit prices bid, will amount to $2,010.

	Quantity		Addi-	Unit	Inc.
Item	Bid	Revised	tional	Pr.	Cost
Exc. Below Elev.	300 cu.yd	800 cu.yd	500	$2.00	$1000.
Seal Concrete	1500 cu.yd	1595 cu.yd	95	25.00	2375.
Cl. "A" Concrete	4800 cu.yd	4385 cu.yd	none		
Reinf. Steel	1,050,000 lbs.	980000 lbs.	none		
					$3375
Cl. "B" Concrete	1600 cu.yd	1535 cu.yds	- 65	21.00	-1365.
	Total additional cost				$2010

There is absolutely no question in reference to the safety of these piers, the foundations being on piling driven at least 30 or 40 feet below the line of any possible scour, and perhaps even farther. This will of course depend upon the penetration which we secure. As a matter of fact, these piers could probably be founded at original footing elevation without any material danger, but in view of the possibility of the formation of local scour and pot-holes, and in view of the further fact that the expense involved is very small, it would appear the part of wisdom to carry these down to the elevation that we have shown on the revised plans in order to decrease a future maintenance expense for riprapping.

The profile of the streambed which you requested is shown on sheet 4751 of the Siuslaw River Bridge plans, copy of which is attached hereto. The recent soundings check this profile exactly at the piers but show a slight scour at the center of the stream, as indicated in red. This slight scour was the thing which impelled us to change the foundation distance. Although no scour is evident at the pier sites, some slight scour might occur after the piers were constructed; and while this is not a serious matter, it would probably necessitate the placement of riprap around the piers which might cost considerably more than the present change.

As stated to you in our recent communication, we have instructed the contractor to go ahead with this change, and would be glad to hear from you in reference to this matter in order that our records may be clear.

As mentioned above, there is some question as to whether this may be considered a change in plans, the possibility of adjusting foundation elevations for all footings being completely covered in the specifications. We have never considered it as a change in plans in dealing with the Bureau of Public Roads nor have we considered it as a change in plans in dealing with our contractors. It is simply an adjustment of elevations contemplated and covered in the original plans and specifications. If you desire to treat this matter in this way, we will be glad to do so. In fact, we believe that this will probably be the easiest and least troublesome way in which to handle minor adjustments in footing elevations which come within the limits of the specifications. If you desire to treat this matter in this way we can proceed as we have

have in the case of all other federal projects, and at the termination of the job, we will send you a set of prints which show all minor variations and adjustments in footing elevation as a matter of your permanent record.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS

STATE ENGINEER

Portland, Oregon,
August 25, 1934

Mr. C. B. McCullough,
Assistant State Highway Engineer,
Salem, Oregon.

L

Subject: Change of Plans
Siuslaw River Bridge
PWA Docket No. 982

Dear Mr. McCullough:

Your letter of August 22 in relation to increasing depth of foundations of bascule piers, Siuslaw River Bridge:

Will you kindly give me an estimate showing in detail what will be the increased cost of the bridge due to this change in plans?

Will you please advisecwhat assurance you have that the proposed additional depth will be sufficient to insure safe foundations? Please be assured that PWA will want the foundations of all these bridges carried down to a safe depth regardless of the depth shown on the original plans.

I will greatly appreciate it if you will send me a profile of the river bottom in the vicinity of the bascule piers on the Siuslaw River bridge, showing the scour which has occurred during the past season.

Very truly yours,

C. C. Hockley
State Engineer for Oregon
Public Works Administration

JFM:B

By Folger Johnson

August 20, 1934

Mr. C. B. McCullough
Office

Dear Sir:

I hand you herewith seven copies of the amendatory agreement between the State Highway Commission and the Mercer-Fraser Company extending the time limit for the completion of the Siuslaw River Bridge.

I have retained one copy of this for the Commission's records and one additional copy is on Mr. Baldock's desk for his signature, as he overlooked signing it when the others were signed.

Very truly yours

Secretary

HBG:jn

8th copy given to McCullough 8/23/34
[illegible]

9th copy given to bridge copy 8/25/34
to get Hoskley's approval.

August 14, 1934.

Mr. H. B. Glaisyer:

Herewith amendatory agreement in reference to Siuslaw River Bridge, extending date of completion.

This is ready for Mr. Baldock's approval and the Commission's signature.

C. B. McCullough

CBM:AP
Attached

[illegible]

[illegible]

[illegible]

[illegible] ← to Feb 17, 1936

Dec. 31, 1935 to Feb. 17, 1936

July 26, 1934

Mercer-Fraser Company
Second and Commercial Streets
Eureka, California

Gentlemen:

This letter is to inform you that the State Highway Commission, at a special meeting held yesterday July 25, 1934, definitely awarded to you the contract for the construction of a bridge over the Siuslaw River at Florence on the Oregon Coast Highway in Lane County.

You may consider this letter as your authority to proceed with your construction operations. An executed copy of the contract will be forwarded to you in due course.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

RBG:jn
c.c. C. B. McCullough

JAS. D. FRASER, PRESIDENT. H. A. GRAHAM, VICE PRESIDENT. J. L. BROWN, SECRETARY.

MERCER-FRASER COMPANY
GENERAL CONTRACTORS & ENGINEERS

THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA

SECOND & COMMERCIAL STS.
EUREKA, CAL.

June 22, 1934.

Mr. R. H. Baldock, State Highway Engr.,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

ALL ORDERS AND PROPOSALS ARE CONTINGENT UPON THE ACTS OF GOD, RIOTS, STRIKES, LOCKOUTS, FIRES, FLOODS, ACCIDENTS, OR OTHER CAUSES OF DELAY BEYOND OUR REASONABLE CONTROL.

We wish to acknowledge receipt of your letter of June 18th advising us that the State Highway Commission, on the 16th day of June, awarded to our company the contract for the construction of the Siuslaw River bridge between Florence and Glenada.

We note that the award was made subject to the approval of the State Engineer of the Public Works Administration, and subject to the completion of the financial arrangements between the State of Oregon and the Public Works Administration.

We will be governed by the terms of the award and will do nothing towards starting this work, excepting work we may do in our office, laying out our plans for the prosecution of the work. This, however, we are doing at our own risk.

We are very pleased to know that the Commission saw fit to award us this job and hope that you will be able to expedite your arrangements with the Government, so that the work may be started as soon as possible.

Very respectfully yours,

MERCER-FRASER COMPANY

H. A. Graham

H. A. GRAHAM, Vice Pres.

HAG:B

Copies to Commrs. & McCullough 6/[illegible]/34

FORM S-K-1 13032 1M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

June 18, 1934

Mr. C. C. Hockley,
State Engineer for Oregon,
Public Works Administration,
New Federal Building,
Portland, Oregon.

Dear Mr. Hockley:

I am enclosing herewith a certified copy of the minutes of the Commission showing the action and record of the Commission with respect to the bids received and the award made for the construction of the bridge over the Siuslaw River.

This letter is sent to you in duplicate and you may use the copy for your acknowledgment if such meets with your approval.

Yours very truly,

J. M. DEVERS

JMD:AW
Enclosure
cc Mr. L. M. Scott
Mr. R. H. Baldock
Mr. C. B. McCullough

Endorsement:

Receipt is acknowledged of the above communication and the certified copies of the record and action of the Commission, and I hereby approve the award of the contract to the low bidders; namely, Mercer-Fraser Company of Eureka, California, for the construction of the bridge over the Siuslaw River.

C. C. Hockley, State Engineer for Oregon

PWA - Siuslaw

m June 18, 1934.

Mercer-Fraser Company
Eureka, California.

Gentlemen:

This is to advise you that the State Highway Commission on the 16th day of June, awarded to your company the contract for the construction of the bridge over the Siuslaw River between Florence and Glenada. The award was made subject to the approval of the State Engineer of the Public Works Administration, and subject to the completion of financial arrangements between the State of Oregon and the Public Works Administration.

Negotiations are now under way as a result of which we hope to complete our financial arrangements and be in position to send you the contract within a short time. Until these arrangements are completed and the contract has been approved by the Federal Government and executed by all parties concerned, you are formally notified that anything you may do and any expense or obligation that you may incur will be entirely on your own responsibility and without any liability whatsoever on the part of the State of Oregon, or its Highway Commission, officers or employes.

Failure to consummate the loan agreement with the United States Government will result in the rescinding of the award. Until you have the signed contract, permission will not be given to enter upon our property and to start any operations toward the construction of this bridge.

The Commission is quite anxious to accomplish at the earliest possible date the completion and consummation of the proposed contract and will, therefore, put forth every effort to that end. As soon as these matters have been adjusted, you will be advised.

Very respectfully yours,

State Highway Engineer

cc Mr. Leslie Scott
Mr. Carl G. Washburne
Mr. E. B. Aldrich
Mr. J. M. Devers
Mr. C. B. McCullough

Portland, Oregon, June 7, 1934.

The State Highway Commission met in regular session at 9:00 o'clock A. M. in the Auditorium of the Public Service Building. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * * * * * * *

The Commission had under consideration, among other things, the matter of the call for, and consideration of, bids for the construction of the bridge over the Siuslaw River in Lane County, and after the Chairman of the Commission announced the purpose of the meeting the Secretary of the Commission opened in the presence of the persons named above, and in the presence of Mr. C. C. Hockley, State Engineer for Oregon; Mr. J. F. Meager, representative of the Public Works Administration; Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads; and Mr. T. M. Davis, Senior Highway Engineer of the Bureau of Public Roads, and publicly read the bids hereinafter enumerated, and after due consideration of all of said bids and of all matters connected therewith Commissioner Washburne offered and moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and being by the Chairman submitted to vote received the unanimous vote of all three Commissioners, and said motion was by the Chairman declared unanimously carried and said resolution thereby unanimously adopted, to wit:

WHEREAS, pursuant to a call for bids notice of which was duly and regularly given by publication thereof in the following publications:

Pacific Builder & Engineer, Seattle, Washington
Engineering News Record, New York City, New York
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon
Daily Journal of Commerce, New Orleans, Louisiana
Daily Pacific Builder, San Francisco, California
Southwest Builder & Contractor, Los Angeles, California

for the construction of a bridge across the Siuslaw River in Lane County, there were received by the Commission and publicly opened and read on the 7th day of June, 1934, in the Auditorium of the Public Service Building, Portland, Oregon, the following bids:

Teufel & Carlson, Seattle, Washington	$471,871.50
Mercer-Fraser Company, Eureka, California	491,646.00
Lindstrom & Feigenson, Parker & Banfield, and T. H. Banfield, Portland, Oregon	498,480.00
Sheble Construction Co., Seattle, Washington	512,300.00

and

WHEREAS Teufel & Carlson qualified their bid by incorporating therein a condition to the effect that in the event they were awarded the contract for the construction of the bridge over the Umpqua River, for which they at this same time had submitted a bid, they would not accept the award of the contract for the construction of the bridge over the Siuslaw River, and since the said bidders, Teufel & Carlson, have been awarded the contract for the construction of the bridge over the Umpqua River their bid for the construction of the bridge over the Siuslaw River is deemed withdrawn; and

WHEREAS, all of said bids were duly considered by the Commission and its engineers, and, after being fully advised with respect to all matters, it was and is the judgment of the Highway Commission that the bid of Mercer-Fraser Company in the sum of $491,646.00 was and is the lowest and best bid of all bids received and that said bid should in the interests of the State be accepted and the contract for the construction of the said bridge awarded to said bidder;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission, all members being present and affirmatively voting, as follows:

1. That the bid of Mercer-Fraser Company of Eureka, California, in the sum of $491,646.00 for the construction of the Siuslaw River Bridge be and said bid hereby is accepted, subject to the conditions and limitations hereinafter set out.

2. That the acceptance of said bid and the award of the contract to said bidder is subject to the approval of the P. W. A., and subject likewise to the consummation of the loan agreement between the State Highway Commission of the State of Oregon and the United States of America for a loan and grant with which to construct said bridge. It is specifically conditioned that should the State fail to procure said loan and grant then said bid shall be deemed rejected and said award of contract annulled and rescinded.

3. That R. H. Baldock, State Highway Engineer, C. B. McCullough, Bridge Engineer, and J. M. Devers, Attorney for the Commission, be and they hereby are instructed, authorized, and directed to prepare a formal agreement covering the construction of said bridge, which agreement shall be prepared in harmony with the specifications, plans and design prepared by the Engineer and referred to in said call for bids, if and when said loan agreement has been fully executed and the funds provided for therein have been made available to the State. Said written agreement when prepared shall be submitted to the bidder herein named and to the Highway Commission for proper execution

if and when said loan agreement has been fully executed and the funds provided for therein have been made available to the State.

4. That the Secretary of the Commission be and he hereby is instructed to return to the other bidders their respective certified checks.

5. That this resolution be entered in the minutes of the Commission and a duly certified copy delivered to Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, Portland, Oregon.

FORM 8-A-1 13742 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 23, 1934.

IN REPLY PLEASE
REFER TO FILE NO.
[illegible]

R.H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

-Glenada Fill-

We have insufficient material on our right of way for borrow to make the south fill for the Siuslaw bridge. It is our plan to reslope the cuts south of the bridge for one-fourth mile to 1½ : 1 slopes and to secure therefrom all the borrow possible. After this we expect to borrow from property of Grant Colter near the little service station just south of the bridge. This borrow is sand with a light earth cover and the haul will be short.

Attached hereto you will find a copy of a letter of permission from Grant Colter.

It will be necessary to do some clearing and I intend to pay the contractor force account.

Very truly yours,

E. [illegible] Collier
Division Engineer

cc. R.H. Baldock
E/C:AWF

NOTED

FORM 9-E-1 13C88 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

RWA

OREGON STATE HIGHWAY COMMISSION
SALEM

April 18, 1934

Mr. C. C. Hockley,
State Engineer for Oregon,
Public Works Administration,
New Federal Building,
Portland, Oregon.

Dear Mr. Hockley:

I acknowledge receipt of your letter of the 16th and also the approved copy of the Notice to Contractors setting the date for receiving bids on the Umpqua River and Siuslaw River Bridges, which are P. W. A. project 2187.

Yours very truly,

J. M. DEVERS

JMD:PW

cc Mr. R. H. Baldock
Mr. C. B. McCullough

Mr. McCullough : I am inclosing for your files the approved notice to contractors.

JMD

✓ COPY: R.H.Bald k
State Highway Engineer
Salem, Oregon

PWA

January 12, 1934

Mr. C. C. Hockley
State Engineer
Federal Emergency Administration of Public Works
217 Courthouse Building
Portland, Oregon

Dear Mr. Hockley:

Pursuant to telephone request from your office today, we are sending you herewith a duplicate copy of our letter dated November 15, 1933, to Mr. R. H. Baldock, State Highway Engineer, concerning approval of plans for the Siuslaw Bay Bridge, Oregon Coast Highway, P.W.A. project.

A copy of this letter was mailed to you November 15, as we informed Mr. Baldock in the last paragraph of the letter.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

NOTED
State Highway Engr.

Siuslaw River Bridge As. of June 14, 1935

Siuslaw River Bridge	Total Length Feet	Contract Cost	Contractor	Estimated completion Date	No.	P.W.A.
	1650	491,646.00	Mercer-Fraser Co.	2-27-36	#1641	

CONTRACT # 1642, 1696,
1821, 1907,

NRM 141-F North Bend Overcrossing 1934

1642.1696.1821.1907 [redacted]

RECEIVED
FEB 20

February 17, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of February 14, 1939, concerning expenditures for 1936 roadside improvement projects being less than the required 1% of the 1936 Federal Aid apportionment.

With further reference to the final voucher for Project No. FA 141-E, showing sufficient underrun to not entirely absorb all of the 1936 funds and none of the 1937 funds, if paid from the oldest funds in your customary manner of utilizing the oldest funds first, we can see no reason why this practice should not be followed since a deficiency, if required to be made up, necessarily must appear in the 1938 or later programs, regardless in which prior program such deficiency may exist.

With regard to your statement that FA 176-C, also a 1936 roadside improvement project, may show sufficient overrun to eliminate the 1936 deficiency, this does not appear important since under the same project agreement there is 1938 roadside improvement work, as well as 1937 roadwork, and it would seem that any overrun in the cost of the 1936 roadside improvement can be utilized in the roadside improvement program of one of these later years. Accordingly, if our understanding is correct, any such overrun may be reflected in the amount of additional work required under the 1938 program.

In the last paragraph of your letter, inquiry is made concerning the completion date for Project No. FA 141-E. The date of November 27, 1938, given on the final field estimate appears correct, as this date agrees with the last date listed in the payrolls for work performed on the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

REFERRED TO Probert
By Asst. State Highway Engineer

February 14, 1939

RECEIVED
FEB 15 19
STATE HI

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of May 18, 1937, submitting a revised program of 1937 regular Federal Aid projects. Your letter requested that the Coos Bay Bridge approach roadside improvement, Oregon F.A.P. 141-E, be included in the 1937 program, as you had sufficient roadside improvement work programmed for 1936 funds.

Our records indicate that due to underruns in cost, the 1936 roadside improvement work failed to amount to 1% of the apportionment for that year. Following is a tabulation showing final payments and remaining setups:

40-D	$ 585.00
92-B	457.00
168-A	1,799.00
180-B	2,870.00
180-C	3,805.00
180-D	1,467.00
205-C	2,979.00
Total Payments	$13,962.00
141-E	3,313.00
176-C	1,832.00
Grand Total	$19,107.00

One per cent of the 1936 apportionment is $20,446.33, leaving a deficiency of $1,339.33.

It is the regular practice in payment of vouchers on projects having more than one fiscal year funds to pay up to the entire setup of the oldest funds before paying any of the later funds. If this practice is followed in paying the final voucher for

F.A.P. 141-E, the total 1936 roadside improvement will be increased $1,157.00, leaving a deficiency of $182.33. The only possibility of reaching the 1% requirement appears to be an overrun in cost of the roadside improvement work on F.A.P. 176-C.

If there is to be a deficiency in each year's (1936 and 1937) roadside improvement program, it appears that the final voucher for F.A.P. 141-E may be paid in accordance with the usual practice, i.e., all from 1936 funds, without affecting the total deficiency for the two years which is to be made up with 1938 funds. If the procedure is satisfactory to you, we shall so recommend payment.

It is noted that the field estimate indicates that work was completed on November 27, 1937, while the resident engineer's letter states that it was completed on November 30. Mr. Wright of this office was advised on November 18 that work was completed at that time. Further information to clarify our records in this regard will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

RECEIVED
DEC 13 1937
FOR FILING

RECEIVED
DEC 11 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO. [illegible]

December 9, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 141- E, South Approach of Coos Bay Bridge, was made by a representative of this office on November 18, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 141-E
South Approach, Coos Bay Bridge

141-E

July 24, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

H4p 29298

Section E,
Oregon Project No. 141

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on April 17, 1936, by the Oregon State Highway Commission, and on October 5, 1936, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section E of Oregon Project No. 141; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section E to provide for roadside improvement between survey stations 87+34.9 and 97+00; and by reason thereof has requested that the estimate of cost approved for said Section E be increased from $57,864.94 to $59,987.00, and that the Federal funds approved and set aside to the credit of said Section E be increased from $35,297.60 to $36,600.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section E be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of

thirty-six thousand, six hundred and no/100 dollars ($36,600.00) as the share of the United States payable under said act on account of Section E of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E of said project shall not in any event exceed the sum of thirty-six thousand, six hundred and no/100 dollars ($36,600.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-nine thousand, nine hundred eighty-seven and no/100 dollars ($59,987.00), the approved total estimated cost of Section E of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 4th day of June, 1937, and the Secretary of Agriculture on the 30th day of June, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F L Sonville
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Section E, Oregon Project No. 141.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 141-B, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 59,987.00 in lieu of the $35,297.60 approved by Certificate of October 5, 1936, as the total estimated cost of said project, and the sum of $ 36,600.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 30th day of June one thousand nine hundred and Thirty-seven

SECRETARY OF AGRICULTURE,

By H. K. C. Bean
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4630

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 141-E

POST OFFICE BUILDING
PORTLAND, OREGON

May 13, 1937.

RECEIVED
MAY 15 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are today recommending for approval the P.S.& E. papers for modifying Oregon Federal Aid Project 141-E, the South Approach to the Coos Bay Bridge, for the purpose of roadside improvement.

Nineteen thirty-six Regular Federal Aid funds are to be used for this work as that program is the last program setting out roadside improvement funds to individual projects.

Will be changed to 1937 Program.

In this connection attention is called to correspondence requesting the State to revise the programs to show all roadside improvement funds allocated to individual projects, and we are again requesting that this be done at your early convenience.

Sent in May. 17th

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

REFERRED TO
Mr. Probert
By State Highway Engineer

Copy sent to Mr. Otten

RECEIVED
MAY 12 1937
FOR FILING

141-E

May 11, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement for the South Approach, Coos Bay Bridge, Federal Aid Project No. 141-E.

Five sets of specifications for roadside improvement and five blueprint copies each of plan sheets numbers 2 and 3-A are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 141-B

SOUTH APPROACH TO COOS BAY BRIDGE

ON THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 10, 1937

Completed Work

Statement of completed work to be submitted prior to submission of final voucher.

NEW WORK

67' Concrete Pavement (Sta. 87+34.9 to 90+25.0)(Contract No. 1821)

All Required		Clearing and Grubbing		$ 25.70
100	cu. yds.	Excavation, Single Classification	$ 0.34	34.00
9,000	cu. yds.	Earth Borrow	0.42	3,780.00
.06	mile	Finishing Roadbed and Slopes	600.00	36.00
80	lin. ft.	12" Concrete Pipe	1.14	91.20
80	lin. ft.	18" Concrete Pipe	2.52	201.60
2	only	Concrete Catch Basins	25.00	50.00
600	lin. ft.	Concrete Curb	0.70	420.00
300	cu. yds.	Rock Sub-base	2.80	840.00
40	cu. yds.	Sand Cushion	1.50	60.00
2,200	sq. yds.	Portland Cement Concrete Pavement	2.36	5,192.00
600	lin. ft.	½" Expansion Joints	0.04	24.00
220	lin. ft.	¾" Expansion Joints	0.15	33.00
1,100	lin. ft.	Contraction Joints	0.03	33.00
1,100	only	Dowels	0.15	165.00
7,000	lbs.	Tie Bars and Reinforcement	0.055	385.00
			Subtotal	$ 11,370
			10% Engr. & cont.	1,137
			Total	$ 12,507

Length	.055 mile
Cost per mile	$ 227,400

48' Concrete Pavement (Sta. 90+25 to 100+78)
(Sta. 102+ 9 to Sta. 10[illegible]+70.[illegible])(Contract No. 1821)

All Required		Clearing and Grubbing		$ 1[illegible].62
7,700	cu. yds.	Excavation, Single Classification	$ 0.34	2,618.00

2,800	cu. yds.	Earth Borrow	$ 0.42	$ 1,176.00
0.24	mile	Finishing Roadbed and Slopes	600.00	144.00
700	lin. ft.	Rounding Cutbanks	0.10	70.00
20	lin. ft.	8" Drain Tile	0.70	14.00
80	lin. ft.	12" Concrete Pipe	1.14	91.20
20	lin. ft.	12" Corr. Iron Pipe	1.60	32.00
40	lin. ft.	Salvaging 12" Culvert Pipe	1.00	40.00
4	only	Concrete Catch Basins	25.00	100.00
250	sq. yds.	Removal of Old Pavement	0.50	125.00
2,400	lin. ft.	Concrete Curbs	0.70	1,680.00
80	sq. yds.	Concrete Driveway Aprons	2.75	220.00
1,200	cu. yds.	Rock Subbase	2.80	3,360.00
120	cu. yds.	Rock Base	2.90	348.00
110	cu. yds.	Sand Cushion	1.50	165.00
30	cu. yds.	Filler	$ 0.50	15.00
30	yd. mi.	Hauling Filler	0.25	7.50
6,800	sq. yds.	Portland Cement Concrete Pavement	2.36	16,048.00
2,700	lin. ft.	½" Expansion Joints	0.04	108.00
880	lin. ft.	¾" Expansion Joints	0.15	132.00
3,400	lin. ft.	Contraction Joints	0.03	102.00
3,400	only	Dowels	0.15	510,00
14,000	lbs.	Tie Bars and Reinforcement	0.055	770.00
			Subtotal	$ 27,988
			10% Engr. & Cont.	2,798
			Total	$ 30,786

Length of Roadwork 0.241 mile
Cost per mile, roadwork $ 127,742

52' Asphalt Pavement (Sta. 104+70.9 to 111+68.2)(Contract No. 1[illegible]1)

All Required		Clearing and Grubbing		$ 61.68
700	cu. yds.	Excavation, Single Classification	$ 0.34	238.00
0.13	mile	Finishing Roadbed and Slopes	600.00	78.00
200	cu. yds.	Rock Subbase	2.80	560.00
80	cu. yds.	Rock Base	2.90	232.00
20	cu. yds.	Filler	0.50	10.00
20	yd. mi.	Filler Haul	0.25	5.00
550	tons	Class "B" Asphaltic Concrete	9.25	5,087.50
220	tons	Cutback Asphalt Wearing Surface	9.25	2,035.00
			Subtotal	$ 8,307
			10% Engr. & Cont.	830
			Total	$ 9,137

Length 0.132 mile
Cost per mile $ 69,219

Roadside Improvement (Sta. 87+34.9 to Sta. 100+78)
(Sta. 102+39 to Sta. 104+10) (Contract No. 1821)

800	cu. yds.	Excavation, Single Classification	$ 0.34	$ 272.00
1,200	cu. yds.	Earth Borrow	0.42	504.00
1,500	cu. yds.	Top Soil Cover	0.50	750.00
1,750	sq. yds.	Concrete Sidewalks	1.95	3,412.50
				$ 4,938.50

Roadside Improvement (Sta. 87+34.9 to 97+00)
(State Forces)

All Required		Right of Way Cleanup		$ 327.00
26	only	Native Trees	$ 0.54	14.04
4,176	only	Native Shrubs	0.32	1,336.32
1	ton	Fertilizer (Tankage)	75.00	75.00
18	cu. yds.	Rockery	10.00	180.00
				$ 1,932.36

Subtotal	$ 6,870
10% Engr. & Cont.	687
Total	$ 7,557

Length	0.284 mile
Cost per mile	$ 26,609

SUMMARY OF COST

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork			
67' Concrete Pavement	$ 12,507	$ 7,631	$ 4,876
48' Concrete Pavement	30,786	18,783	12,003
52' Asphalt Pavement	9,137	5,575	3,562
	$ 52,430	$ 31,989	$ 20,441
Roadside Improvement	$ 7,557	$ 4,611	$ 2,946
	$ 59,987	$ 36,600	$ 23,387

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 88, Laws 1931
State Funds for Maintenance: Chap. 41, Laws 1927; Chap. 88, Laws 1931

SOUTH APPROACH TO COOS BAY BRIDGE

FEDERAL AID PROJECT NO. 141-E

(Analysis of Cost of Planting Trees and Shrubs. Work to be performed by State Forces.)

Right of Way Clean-up

Labor

Laborers	270 man-hours at $ 0.50	$ 135.00	
Tree Pruner	47 " " 0.75	35.25	
Truck Driver	46 " " 0.50	23.00	
Foreman		40.00	$ 233.25

Equipment

Truck	46 hours at $ 1.00	46.00

Supplies

Gas, Oil, etc.	29.75

Miscellaneous

Small Tools, etc.	18.00
	$ 327.00

Native Trees

25 Spruce
1 Madrone

Labor

Laborers	10 man-hours at $0.50	$ 5.00	
Tree Pruner	2 " " 0.75	1.50	
Truck Driver	2 " " 0.50	1.00	
Foreman		2.50	$ 10.00

Equipment

Truck	2 hours at $ 1.00	2.00

Supplies

Gas, Oil, etc.	$ 1.00

Miscellaneous

Small Tools, etc.	1.00
	$ 14.00

$\frac{\$\ 14.00}{26} = \$\ 0.538$ each

Use $ 0.54 each

Native Shrubs

1,011	Rhododendron
653	Huckleberry
1,378	Kinnikinic
608	Salal
526	Waxberry

Labor

Laborers	1,100	man-hours	at $ 0.50	$ 550.00		
Tree Pruner	200	"	" 0.75	150.00		
Truck Driver	200	"	" 0.50	100.00		
Foreman				155.00		
					$	955.00

Equipment

Truck	200	hours	at $ 1.00	200.00

Supplies

Gas, Oil, etc.	110.00

Miscellaneous

Small Tools, etc.	65.00
	$ 1,330.00

$\frac{\$\ 1,330.00}{4,176} = \$\ 0.318$ each

Use $ 0.32 each

Fertilizer (Tankage)

Materials

1 Ton Fertilizer F.O.B. Job			$ 54.00

Labor

Laborers	24 man-hours at $ 0.50	$ 12.00	
Truck Driver	2 " " 0.50	1.00	
Foreman		5.00	
			18.00

Equipment

Truck	2 hours at $ 1.00		2.00

Supplies

Gas, Oil, etc.			1.00
			$ 75.00

$\frac{\$\ 75.00}{1} = \$\ 75.00$ per ton

Rockery

Materials

18 cu. yds. Stone		$ 5.00	$ 90.00

Labor

Laborers	90 man-hours at $ 0.50	$45.00	
Truck Driver	14 " 0.50	7.00	
Foreman		10.00	
			62.00

Equipment

Truck	14 hours at $ 1.00		14.00

Supplies

Gas, Oil, etc.			8.00

Miscellaneous

Small Tools, etc.			6.00
			$ 180.00

$\frac{\$\ 180.00}{18} = \$\ 10.00$ per cu. yd.

RECEIVED
[illegible]
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
[illegible]
STATE [illegible] COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

141-E

January 12, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon NRM 141-E (1935), South Approach Coos Bay Bridge, Oregon Coast Highway, Coos County, was made by a representative of this office on Dec. 10, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Highway Engineer

Tom

#1907

RECEIVED
JAN 4 1937
FOR FILING
141-5

January 4, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1907 for the construction of the South approach to Coos Bay Bridge on the Oregon Coast Highway in Coos County, has been completed by the contractors, Coos Bay Dredging Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 14, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $4,901.47, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—5-36

141E

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 19, 1936

Section S. App. to Coos Bay Br. NRM 141-E

Kind of work Grading and surfacing

Highway Oregon Coast

Section prefix 6-1012

Contractor Coos Bay Dredging Company

Contract number 1907

Date of contract August 27, 1936

Date of completion November 15, 1936

Date work started September, 1936

Estimated date of completion October 31, 1936

Amount of contract $4,749.50

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $4,901.47

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $281.62, 6%

Date project was completed October 31, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

MONDAY--Engineering crew in office on Final Estimate of this job, which was completed and sent in today.

TUESDAY--Transit crew on Marlow Creek Bridge.

WEDNESDAY--Transit crew on stockpile site at Lampa Creek.

Material Checker checking rock on Cape Arago road.

THURSDAY--Engineering crew on right -of -way at Sixes River.

Material checker checking rock on Cape Arago road.

FRIDAY--Engineering crew on stockpile site at Lampa Creek.

One Chainman working in office for Joe Toole.

Material Checker checking rock on Cape Arago road.

SATURDAY--All of crew in office on Lampa Creek job.

NOTED
H. G. SMITH

Signed V. H. Coffey
V. H. Coffey

Address North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT

	GRADING	SURFACING	TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.16	0.16			
Miles partially completed					
Miles completed	All	All			
Total estimated quantities	1700 C.Y.	830 C.Y.			
Estimated quantities moved or placed to date	2311.8 "	876 "			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Foggy		
Wednesday	Foggy		
Thursday	Rain		
Friday	Foggy		
Saturday	Foggy		

CE

RECEIVED

#1821

141-E

December 17, 1936

General Casualty Company of America
Dooley & Co., Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1821 for the construction of the south approach to Coos Bay Bridge on the Oregon Coast Highway in Coos County has been completed by the Contractor, S. S. Montague, and that final settlement will be made by the State with said contractor for work done under this contract, on or after December 26, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $49,666.13, including the final payment. Of this amount $67.83 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

CE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
Stencil No. 124 DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRM 141-E (1935)
South Approach, Coos Bay Bridge

POST OFFICE BUILDING
PORTLAND, OREGON

December 16, 1936.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Ivon

STATE PRINTING DEPT.

Form P. R. 2

State Oregon

U. S. Public Works Highway Project No. NRM 141, Sec. E (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 21st day of November, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.):**

Whereas the Highway Department of said State submitted on the 11th day of July, 1933, a revised project statement, which was approved by the Secretary on the 10th day of August, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section E of said project which were recommended for approval by the United States District Engineer on the 12th day of August, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of five thousand, two hundred twenty-three and no/100 dollars ($5,223.00) as the share of the United States payable under said act on account of Section E of said project, which is ~~[illegible]~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934 (Public No. 393, 73rd Congress).
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:
Roadside improvements,

Between survey station 87+34.9 at the south end of the Coos Bay Bridge and survey station 95+70.0 in the city of North Bend

, length 0.158 of a mile~~s~~, in Coos County, being Section E of Ore. U.S. Public Works Highway (1935) project No. NRM 141, consisting of 0.158 of a mile~~s~~ of roadside improvements. ~~roadway [illegible]~~

~~[illegible]~~.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E of said project shall not in any event exceed the sum of five thousand, two hundred twenty-three and no/100 dollars ($ 5,223.00), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~%~~ the approved total estimated cost of Section E of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 68, laws 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6th day of Dec., 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By F. L. Fouvielle

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

BB

S-5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as / **U.S. Public Works Highway (1935)** Project No. **NRM 141-E** / State of **Oregon.**

SECOND. That in accordance with said provisions I have approved the sum of $ **5,223.00** as the total estimated cost of said project, and the sum of $ **5,223.00** as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ **is** ~~proportion of~~ said total estimated cost.

Done at the city of Washington, this 5th day of Dec, one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4830

FORM 9-A-1 5M 7-36
- COMMISSIONERS

R. H. BALDOCK

Form 338—5M—5-36

141 E

x

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 12, 1936

Section S. App. to Coos Bay Br. NRM 141-E
Kind of work Grading and surfacing
Highway Oregon Caast
Section prefix 6-1012
Contractor Coos Bay Dredging Company
Contract number 1907
Date of contract August 27, 1936
Date of completion November 15, 1936
Date work started September 15, 1936
Estimated date of completion October 31, 1936
Amount of contract $4,749.50
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering $4,749.50
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date, $250.00, 5 %
Date project was completed October 31, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

MONDAY--Transit crew working on bridge at Marlow Creek above Allegeny.

TUESDAY--All of crew to Port Orford.

WEDNESDAY--All of crew in office working on estimate of Port Orford Section, and Final Estimate of 6-1012.

THURSDAY--Transit crew running traverse around gravel bar at Gage place above Allegeny.

FRIDAY--Transit crew tied in traverse to Section Corner.

SATURDAY--Transit crew on Marlow Creek Bridge.

One man and myself in office on 6-1012 final estimate, Monday, Wednesday, Thursday, Friady and Saturday. This final should be finished next Tuesday.

Signed V. H. Coffey
V. H. Coffey
Address North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT

	GRADING	SURFACING	TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.16	0.16			
Miles partially completed					
Miles completed	All	All			
Total estimated quantities	1700 C.Y.	830 C.Y.			
Estimated quantities moved or placed to date	2300 "	876 "			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Rain		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	Clear		
Friday	Clear		
Saturday	Clear		

FORM S-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

141-E

Nov. 27th, 1936

NOV 28 1936

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: W. C. SMITH

NOTED
State Highway Engineer

Dear Sir:

Herewith Price Agreement covering cement adjustment on the South Approach to Coos Bay Bridge project, contract 1821, along with copy of a bill from the Pacific Portland Cement Company for cement delivered to the job.

Is it necessary to send, with these Price Agreements, a receipted bill?

Very truly yours,

K. D. LYTLE
Division Engineer

By CDC
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

Form 338—5M—5-36

141-E

[illegible]EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 7, 1936

Section South Approach to Coos Bay Bridge

Kind of work Regrading and Paving

Highway Oregon Coast

Section prefix 6-1011

Contractor S. S. Montague

Contract number 1821

Date of contract February 7, 1936

Date of completion July 31, 1936

Date work started February 19, 1936

Estimated date of completion August 29, 1936

Amount of contract $52,604.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $49,642.79

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $3367.30, 6 %

Date project was completed August 29, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate completed November 5, 1936.

Signed V.H. Coffey
V. H. Coffey
Address North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT

	GRADING	SURFACING	[illegible]ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.41				0.41
Miles partially completed	0.41				0.41
Miles completed	0.41				0.41
Total estimated quantities	23,800 C.Y.				9000 S.Y. 770 Tons
Estimated quantities moved or placed to date	19,161.7				8849.66 S.Y. 803.48 T.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Foggy		
Saturday	Clear		

141-E

RECEIVED
OCT 28 1936
FOR FILING

October 26, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the South Approach, Coos Bay Bridge, Project No. NRM 141-E (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRM 141-E (1935)

SOUTH APPROACH, COOS BAY BRIDGE SECTION

OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1936

Roadside Improvement (Sta. 87+[illegible] to [illegible]+70)

All Required		Clearing and Grubbing		$ 620.00
20	cu. yds.	Trench Excavation	$ 2.00	40.00
1,700	cu. yds.	Excavation, Single Classification	0.68	1,156.00
200	yd. mi.	Truck Haul	0.25	50.00
300	cu. yds.	Placing Top Soil Cover	1.60	480.00
110	lin. ft.	12" Concrete Pipe	1.60	176.00
1	only	Concrete Catch Basin	70.00	70.00
550	cu. yds.	3" - 9" Rock in Surfacing	2.45	1,347.50
280	cu. yds.	[illegible] - 9" Rock in Surfacing	2.65	742.00
80	cu. yds.	Filler	0.60	48.00
80	yd. mi.	Hauling Filler	0.25	20.00
			Subtotal	$ 4,749.
			10% Engr. & Cont.	474.
			Total	$ 5,223.

Length 0.15[illegible] mile
Cost per Mile $ [illegible]

NRM Funds Requested- $ 5,223

State Funds for Maintenance: Chap. 41, Laws 1927; Chap. [illegible], Laws 1931

141-E

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

RECEIVED
OCT 29 1936
FOR F

October 15, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: Re: Oregon 141-E, South Approach Coos Bay Bridge

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

Ap. 29 38

Form P. R. 2
State Oregon
Project No. 141, Section E

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 17th day of April, 1936 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 11th day of July, 1933, a revised project statement, which was approved by the Secretary on the 10th day of August, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section E of said project which were recommended for approval by the United States District Engineer on the 22d day of January, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-five thousand, two hundred ninety-seven and 60/100 dollars ($35,297.60) as the share of the United States payable under said act on account of Section E of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5418

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws of 1917; Chap. 31, laws 1920, Chap. 88, laws 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 87+34.9 at the south end of the Coos Bay Bridge, and Survey Station 111+68.2 on Sherman Avenue at Colorado St. in North Bend, Oregon, excepting therefrom that portion between Stations 100+78.0 and 102+39.0,

, length 0.428 of a mile~~s~~, in Coos County, being Section E of Oregon project No. 141, consisting of 0.428 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~; known locally as the south approach Coos Bay Bridge between official control points Coos Bay and Hebo on F.A. Route No. 2.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E of said project shall not in any event exceed the sum of thirty-five thousand, two hundred ninety-seven and 60/100 dollars ($35,297.60), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-seven thousand, eight hundred sixty-four and 94/100 dollars ($57,864.94), the approved total estimated cost of Section E of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

State Highway Funds, Chap. 41, laws 1927; Chap. 88, laws 1931
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 5th day of Oct., 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By F. J. Tou Velle
Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture,
By
Acting Chief, Bureau of Public Roads.

8—5313

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department ~~as~~ Project No. 141-E, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $57,864.94 as the total estimated cost of said project, and the sum of $35,297.60 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 5th day of Oct. one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By R. E.
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4329

141-E

×

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 141-E, South Approach Coos Bay Bridge, Oregon Coast Highway, Coos County, was made by a representative of this office on September 24, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Fba

141-E

September 14, 1936

Coos Bay Dredging Co.
Marshfield, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1907 awarded to you on August 27, 1936, for roadside improvement work on the Oregon Coast Highway in the vicinity of the South Approach to the Coos Bay Bridge at North Bend.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary

HI

FORM 8-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Sept. 8th, 1936

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

I am sending L. N. Dow, Landscape Resident Engineer, down to Coos Bay to lay out final stakes for the roadside improvement contract awarded August 27th, 1936, to the Coos Bay Dredging Co. After these stakes are set and the details explained, your Resident Engineer V. L. Coffey could look after the required engineering. Mr. Dow has been instructed to contact Mr. Coffey, and I would appreciate it if you would authorize Mr. Coffey to look after this work. An occasional visit from either Dow or myself would be all the help Coffey would need.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:AR

cc to: R. H. Baldock
H. G. Smith

Form 338—5M—5-36

141-3

[illegible]ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

X

For Week Ending September 5, 1936

Section South Approach to Coos Bay Bridge

Kind of work Regrading and Paving

Highway Oregon Coast

Section prefix 6-1011

Contractor S.S.Montague

Contract number 1821

Date of contract February 7, 1936

Date of completion July 31, 1936

Date work started February 19, 1936

Estimated date of completion August 29, 1936

Amount of contract $52,604.00

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $50,000.00

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $3050.00, 6%

Date project was completed August 29, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project Completed

NOTED
[illegible]

Signed VH Coffey

Address North Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.41				0.41
Miles partially completed	0.41				0.41
Miles completed					
Total estimated quantities	23,800 C.Y.				9000 S. Y. 770 Tons
Estimated quantities moved or placed to date	16,800 "				8640 S. Y. 803.47 T.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Cloudy		
Tuesday	Rain		
Wednesday	Cloudy		
Thursday	Clear		
Friday	Cloudy		
Saturday	Cloudy		

141-E

August 17, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of August 10th, 1936, we are today sending, under separate cover, one copy of contract each for the North Bend Overcrossing, Contract No. 1696, and for the South Approach, Coos Bay Bridge, Contract No. 1642. We are, likewise, sending blueprint copies of the tabulation of bids received on these projects.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 10, 1936

Mr. R.H.Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Re: Oregon Public Works Project No. NRM 141-E

Will you kindly send us an extra copy of the following documents for the above project, as the originals seem to have been lost, and new ones are needed in connection with the audit of the final voucher:

Blueprint covering "Opening of Bids--January 31, 1935", S.P. Company's Tracks at North Bend, Oregon Coast Highway, "Bridge No. 1950".

Blueprint covering "Opening of Bids--June 7, 1934", South Approach Coos Bay Bridge, Oregon Coast Hwy.

Please also send a copy of the contract for each of the above projects, as action on the final voucher is being deferred pending receipt of the above mentioned documents.

Very truly yours,

W. H. LYNCH
District Engineer

By
F.E.Andrews
Senior Highway Engineer

August 10, 1936

Mr. R.H.Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Re: Oregon Public Works Project No. NRM 141-E

Will you kindly send us an extra copy of the following documents for the above project, as the originals seem to have been lost, and new ones are needed in connection with the audit of the final voucher:

Blueprint covering "Opening of Bids--January 31, 1935",
S.P. Company's Tracks at North Bend, Oregon Coast Highway, "Bridge No. 1950".

Blueprint covering "Opening of Bids--June 7, 1934",
South Approach Coos Bay Bridge, Oregon Coast Hwy.

Please also send a copy of the contract for each of the above projects, as action on the final voucher is being deferred pending receipt of the above mentioned documents.

Very truly yours,

W. H. LYNCH
District Engineer

By
F.E.Andrews
Senior Highway Engineer

141-E

RECEIVED
OCT 28 1936

August 13, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of Page 22 of the special provisions for the South Approach, Coos Bay Bridge Section, Project No. NRM 141-E (1935), which sheet has been revised by changing the word "stumps" to "butts" in line 7 in the second paragraph under the subheading "Nature of Work to be Performed."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

August 11, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for roadside improvement work on the South Approach, Coos Bay Bridge Section, Project No. NRM 141-E (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRM 141-E (1935)

SOUTH APPROACH, COOS BAY BRIDGE SECTION

OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, August 11, 1936

Roadside Improvement (Sta. 87+[illegible].9 to 95+70)

All Required		Clearing and Grubbing		$ 800.00
20	cu. yds.	Trench Excavation	$ 1.50	30.00
1,700	cu. yds.	Excavation, Single Classification	0.60	1,020.00
200	yd. mi.	Truck Haul	0.25	50.00
300	cu. yds.	Placing Top Soil Cover	1.00	300.00
110	lin. ft.	12" Concrete Pipe	1.50	165.00
1	only	Concrete Catch Basin	30.00	30.00
550	cu. yds.	3" - 0" Rock in Surfacing	2.50	1,375.00
280	cu. yds.	¾" - 0" Rock in Surfacing	2.50	700.00
80	cu. yds.	Filler	0.60	24.00
80	yd. mi.	Hauling Filler	0.25	20.00
			Subtotal	$ 4,514.00
			10% Engr. & Cont.	451.40
			Total	$ 4,965.40
		Length	0.158 mile	
		Cost per mile	$31,426.58	

NRH Funds Requested- $ 4,965.40

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST OFFICE BUILDING
PORTLAND, OREGON

August 12, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Public Works project NRM 141-E (1935), the South Approach, Coos Bay Bridge Section of the Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

After telephone conversation between Mr. Probert and Mr. Davis, we are requesting the change of this project from the NRH to the NRM program and also the transfer of $2,605.05 NRH (1935) funds to NRM (1935) funds.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

August 12, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon U. S. Public Works project NRH 141-E (1935), the South Approach, Coos Bay Bridge Section of the Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

After telephone conversation between Mr. Probert and Mr. Davis, we are requesting the change of this project from the NRH to the NRM program and also the transfer of $2,605.05 NRH (1935) funds to NRM (1935) funds.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

August 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon project NRM 141-E (1935), South Approach, Coos Bay Bridge on Oregon Coast Highway, to the Coos Bay Dredging Company, Marshfield, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

August 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon project WPH 141-B (1935), South Approach, Coos Bay Bridge on Oregon Coast Highway, to the Coos Bay Dredging Company, Marshfield, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

FORM 8-A-1 10M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

141-

August 6, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

S. S. Montague requested an extension of time on their Contract #1821, So. Approach to Coos Bay Bridge, Federal Aid Project 141-E, until August 31, 1936.

The contractor has cooperated to the fullest extent in handling traffic across the bridge since its opening and without doubt the insistence of the local community in having their bridge celebration so much in advance of the expected date of completion, has made it necessary for the contractor to work the job in increments and thus extend the final completion date. Much of the work beyond the original date is in connection with landscaping and therefore of little moment to the traveling public.

May we have your concurrence in this extension of time without penalty to the contractor.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

July 8, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of June 30, 1936, we are today sending, under separate cover, three copies of the agreement between the Southern Pacific Company and the State Highway Commission, covering right of way and construction of the overcrossing on the South Approach to Coos Bay Bridge Section, Project No. NRM 141-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

June 30, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Before we can forward the final voucher covering Oregon USPW project NRM 141-E, South Approach to Coos Bay Bridge, for payment, it will be necessary to have three copies of the agreement between the State and the railroad company covering right of way and construction of the overcrossing structure.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

June 30, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Before we can forward the final voucher covering Oregon USPW project NRM 141-E, South Approach to Coos Bay Bridge, for payment, it will be necessary to have three copies of the agreement between the State and the railroad company covering right of way and construction of the overcrossing structure.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

FORM S-A-1 5M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

141

July 6, 1936

IN REPLY PLEASE
REFER TO FILE NO

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATT: H. G. SMITH

Dear Sir:

In connection with construction of the South Approach to Coos Bay Bridge and the later improvement of the park area therein, I wish to suggest that we secure removal of the telephone poles now in place along the east side from the railroad structure to the Coos Bay Bridge. This line can be run along the old route and in fact there are poles along the old route now. The removal of these poles will improve the appearance of this stretch which is entirely through park area and will never be subject to commercial development.

In considering development of the parking area, it is my opinion that the entire area west of the highway should be reserved for pedestrians and no roads constructed through it except that a parking area might be provided where the Queen's bower was constructed.

I do not favor drive under the end of the Coos Bay Bridge. It seems to me a drive in this location will cost money, make an undesirable looking gash in the shrubbery when viewed from the bridge and interfere with the full use of this tract by pedestrians and picnic parties.

I also recommend immediate removal of all of the Queen's bower and of the steps on the east side of the highway opposite.

Very truly yours,

E. A. [illegible]
Division Engineer

cc. R. H. Baldock
cc. Geo. Otten
cc. J. N. Bishop

EAC:AF

141-3

JUNE 24, 1936

Barham Brothers
1010 N. 18th St.
Portland, Oregon

Gentlemen:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of July 5, 1935 for an extension of time in which to complete your contract for the construction of a bridge over the Southern Pacific Company's tracks at North Bend on the Oregon Coast Highway in Coos County. There follows an excerpt from the minutes of the State Highway Commission meeting held on July 26, 1935 covering this matter:

"Barham Brothers, Contract No. 1696, construction of a bridge over the Southern Pacific Company's tracks at North Bend on the Oregon Coast Highway in Coos County, requested an extension of time of 5 days from June 30, 1935 to July 5, 1935, in which to complete this project, giving as their reason that they were unable to obtain trucks to haul away false-work timbers, it being just before the Fourth of July when the local truck men were either celebrating or were occupoied with other work. The Engineer advised that this job was actually completed before the expiration of the time limit specified in the contract and that the 5-day extension requested by the contractor is simply to give them time in which to clean up the site of the job; further, that the delay has caused the traveling public no inconvenience whatsoever and has not increased the cost of engineering supervision. He recommended that the request be granted without penalty. The Commission approved the Engineer's recommendation unanimously."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

DP

TII-E

#1821

April 21, 1936

Associated Oil Company,
Pittock Block,
Portland, Oregon.

Attention: J. H. Dalton.

Gentlemen:

Reference is made to your letter of April 20th concerning the S. S. Montague contract No. 1821, South approach to Coos Bay Bridge on the Oregon Coast Highway in Coos County, consisting of 0.41 mile of grading.

You are advised that the bond furnished in connection with this contract was written by the General Casualty Company of America for whom Dooley & Company who have offices in the Board of Trade Building, Portland, are resident agents. The amount of the contract is $52,604.50 and the date of completion is July 31, 1936.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 3405 10M 11-35

ASSOCIATED OIL COMPANY

866-78 Pittock Block

PORTLAND, OREGON
April 20, 1936

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: S.S. Montague
39 S.E. Salmon Street
Portland, Oregon
Job #1821

Dear Sir:

We are contemplating a delivery of petroleum products to the United Contracting Company, sub-contractor under Mr. S.S. Montague, on job #1821, covering .41 mile of grading and paving on the south approach to the Coos Bay Bridge on the Oregon Coast Highway in Coos County, Oregon.

We understand that the General Casualty Company of American through their agents, Dooley & Company, Board of Trade Building, Portland, Oregon have furnished the bond to Mr. Montague in the amount of $52,604.50. The time limit for completion of this job is July 31, 1936.

May we have your verification of the above information.

Very truly yours,

ASSOCIATED OIL COMPANY

JHDalton
J.H. Dalton
Oregon Division Credit Manager

HLA:LH

FORM S-A-1 5M 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

141-5

April 8, 1936

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: N. M. FINKBINER

Dear Sir:

Received copy of test made on sand at North Bend for use in pavement on south approach to Coos Bay Bridge, sample HD#23287. This test indicated that the sand was too fine, being short on ten mesh size.

Mr. Coffey has sent you another sample from the same pile and I trust better grading will be found. If not, suffest you send a man at once to sample pile, screen in field and suggest to contractors that difficulty be overcome by either:

1. Adding a certain percent of ten mesh to ¼" rock screenings or sand.

2. Adding a certain percent of cement to overcome possible lack of strength due to poor grading of sand.

The contractor hopes to start paving in the very near future and we should be sure that if the material is unsuitable to suggest feasible remedy at the earliest possible moment so that no delay will be occasioned.

Mr. Coffey has an office on the second floor of the Odd Fellows Building in the center of North Bend and he lives at 1771 McPherson Street.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith
cc. V. H. Coffey

EAC:AF

141-8

March 30, 1936

Mr. S. S. Montague
39 S. E. Salmon Street
Portland, Oregon

Dear Mr. Montague:

I have just returned to the office from a siege of illness and find your letter of March 18 on my desk acknowledging receipt of your bid deposit check in the sum of $2,650 and your copy of the contract covering the construction of the south approach to the Coos Bay Bridge. It is not necessary that these contracts be signed by all three members of the Commission, the signature of any two members being sufficient to bind all three.

In checking up on the execution of the contracts covering the construction of the north approach I find that these have been fully executed and your copy of the same was mailed to you on March 19.

Yours very truly,

HBG:MC

Secretary

S. S. MONTAGUE
39 S. E. SALMON STREET
PORTLAND, OREGON
EAST 3811

March 18, 1936

RECEIVED
MAR 19 1936
OREGON

Mr. H. L. Glaisver
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisver:

I acknowledge receipt by mail of check in the sum of $2650.00, which was deposited with bid for the South Approach to the Coos Bay Bridge. I also acknowledge receipt by express of the contract for the same project, signed by Commissioners Aldrich and Tou Velle (not signed by the Chairman of the Commission.)

We have not as yet received copy of the contract for the North Approach, but presume it will be forwarded in due time. The work, however, is progressing on both projects.

Yours truly,

S S Montague
S. S. Montague

SSM:MS

FORM 8-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

141-E

March 18th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. V. A. Coffey
Resident Engineer
State Highway Dept.
North Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

We are attaching three copies of a list of steel to be used in the painting of the Coos Bay South Approach. Please check over this list and return an approved copy to the Soule Steel Co., Portland, Oregon. You may keep one copy and send one to the Division office.

This should be checked at your earliest convenience.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓
E. A. Collier

141-E

March 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the South Approach, Coos Bay Bridge, F. A. Project No. 141-E.

Your letter of January 23rd suggested a further segregation in the estimate for the portion that was previously improved with Federal Funds. However, the work contains so many types of roadwork, it is our opinion that a further segregation will be a rather undesirable condition particularly in submitting intermediate vouchers. Accordingly, our suggestion is that this further segregation be delayed until the statement of completed work is submitted with the final voucher.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 141-E

SOUTH APPROACH TO COOS BAY BRIDGE

ON THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 7, 1936

Completed Work

Statement of completed work to be submitted prior to submission of final voucher.

NEW WORK

6" Concrete Pavement (Sta. 87+54.9 to [illegible].0)

All Required		Clearing and Grubbing		$ 25.70
100	cu. yds.	Excavation, Single Classification	$ 0.34	34.00
9,000	cu. yds.	Earth Borrow	0.42	3,780.00
.06	mile	Finishing Roadbed and Slopes	600.00	36.00
80	lin. ft.	12" Concrete Pipe	1.14	91.20
80	lin. ft.	18" Concrete Pipe	2.52	201.60
2	only	Concrete Catch Basins	25.00	50.00
600	lin. ft.	Concrete Curb	0.70	420.00
300	cu. yds.	Rock Sub-base	2.80	840.00
40	cu. yds.	Sand Cushion	1.50	60.00
2,200	sq. yds.	Portland Cement Concrete Pavement	2.36	5,192.00
60	lin. ft.	½" Expansion Joints	0.04	24.00
220	lin. ft.	1" Expansion Joints	0.15	33.00
1,100	lin. ft.	Contraction Joints	0.03	33.00
1,100	only	Dowels	0.15	165.00
7,000	lbs.	Tie Bars and Reinforcement	0.055	385.00
			Subtotal	$ 11,370.50
			10% Engr. & Cont.	1,137.05
			Total	$ 12,507.55

Length .055 mile
Cost per mile $227,410.00

48' Concrete Pavement (Sta. 92+25 to 101+78)
(Sta. 10[illegible]+[illegible]9 to Sta. 104+70.9)

All Required		Clearing and Grubbing		$ 112.62
7,700	cu. yds.	Excavation, Single Classification	$ 0.34	2,618.00
2,800	cu. yds.	Earth Borrow	0.42	1,176.00
0.24	mile	Finishing Roadbed and Slopes	600.00	144.00
700	lin. ft.	Rounding Cutbanks	0.10	70.00
20	lin. ft.	8" Drain Tile	0.70	14.00
80	lin. ft.	12" Concrete Pipe	1.14	91.20
20	lin. ft.	12" Corr. Iron Pipe	1.60	32.00
40	lin. ft.	Salvaging 12" Culvert Pipe	1.00	40.00
4	only	Concrete Catch Basins	25.00	100.00
250	sq. yds.	Removal of Old Pavement	0.50	125.00
2,400	lin. ft.	Concrete Curbs	0.70	1,680.00
80	sq. yds.	Concrete Driveway Aprons	2.75	220.00
1,200	cu. yds.	Rock Subbase	2.80	3,360.00
120	cu. yds.	Rock Base	2.90	348.00
110	cu. yds.	Sand Cushion	1.50	165.00
30	cu. yds.	Filler	0.50	15.00
30	yd. mi.	Hauling Filler	0.25	7.50
6,800	sq. yds.	Portland Cement Concrete Pavement	2.36	16,048.00
2,700	lin. ft.	½" Expansion Joints	0.04	108.00
880	lin. ft.	¾" Expansion Joints	0.15	132.00
3,400	lin. ft.	Contraction Joints	0.03	102.00
3,400	only	Dowels	0.15	510.00
14,000	lbs.	Tie Bars and Reinforcement	0.055	770.00
			Subtotal	$ 27,988.32
			10% Engr. & Cont.	2,798.83
			Total	$ 30,787.15

Length of Roadwork 0.241 mile
Cost per mile, roadwork $127,747.51

52' Asphalt Pavement (Sta. 104+70.9 to 111+68.2)

All Required		Clearing and Grubbing		$ 61.68
700	cu. yds.	Excavation, Single Classification	0.34	238.00
0.13	mile	Finishing Roadbed and Slopes	600.00	78.00
200	cu. yds.	Rock Subbase	2.80	560.00
80	cu. yds.	Rock Base	2.90	232.00
20	cu. yds.	Filler	0.50	10.00
20	yd. mi.	Filler Haul	0.25	5.00

550	tons	Class "B" Asphaltic Concrete	$ 9.25	$ 5,087.50
220	tons	Cutback Asphalt Wearing Surface	9.25	2,035.00
		Subtotal		$ 8,307.18
		10% Engr. & Cont.		830.71
		Total		$ 9,137.89

Length 0.132 mile
Cost per mile $ 69,226.43

**Roadside Improvement (Sta. 87+34.9 to Sta. 100+73)
(Sta. 102+39 to Sta. 104+10)**

800	cu. yds.	Excavation, Single Classification	$ 0.34	$ 272.00
1,200	cu. yds.	Earth Borrow	0.42	504.00
1,500	cu. yds.	Top Soil Cover	0.50	750.00
1,750	sq. yds.	Concrete Sidewalks	1.95	3,412.50
		Subtotal		$ 4,938.50
		10% Engr. & Cont.		493.85
		Total		$ 5,432.35

Length 0.284 mile
Cost per mile $ 19,127.99

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork			
67' Concrete Pavement	$ 12,507.55	$ 7,629.60 (61%)	$ 4,877.95
48' Concrete Pavement	30,787.15	18,780.16 (61%)	12,006.99
52' Asphalt Pavement	9,137.89	5,574.11 (61%)	3,563.78
	$ 52,432.59	$ 31,983.87	$ 20,448.72
Roadside Improvement	$ 5,432.35	$ 3,313.73 (61%)	$ 2,118.62
Totals	$ 57,864.94	$ 35,297.60	$ 22,567.34

State Funds for Construction: Chap. 175, Laws 1917; Chap. [illegible], Laws 1929, Chap. [illegible], Laws 1931
State Funds for Maintenance: Chap. 41, Laws 1927; Chap. [illegible], Laws 1931

FORM S-A-1 5M 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

141

Feb. 11, 1936

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Please send to G. E. Roberts at Reedsport, the five line profile South Approach to Coos Bay Bridge, sent you October 16th, 1935. Also any other preliminary data in your office pertaining to both the north and south approaches to the Coos Bay Bridge that might be of use to the Resident Engineer on construction. These data should include the field notes and plotted cross sections.

The South Approach data were sent to your office on September 13th, 1935, and data for the North Approach on October 4th, 1935.

Very truly yours,

E. A. COLLIER
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock
cc. G. E. Roberts
CDC:AF

141-E

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 23, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to Oregon Federal Aid Project 141-E, south approach to Coos Bay Bridge, advertisement of which was authorized January 22, 1936, will you please segregate costs on the project agreement estimate between mileage on which there was previous federal participation and new mileage in addition to segregation already shown on the preliminary estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

141-E

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 22, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 141-E, south approach to Coos Bay Bridge on the Oregon Coast Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans by the Chief Engineer of the Bureau.

Several apparent errors appear on the estimate. On page 2, 48' concrete pavement, Sta. 100+70 should be Sta. 100+78; length should be 0.241 mile. On page 3, length of 52' pavement should be 0.132 mile instead of 0.144 mile. Under roadside improvement, Sta. 102+78 should be 102+39 and the length 0.284 mile instead of 0.295 mile. Please check these figures, and if correct, use them in submitting future documents for this project.

Very truly yours,

W. H. LYNCH
District Engineer

By Canfield
L. J. Canfield
Highway Engineer

141-E

January 18, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the South Approach, Coos Bay Bridge Section, Federal Aid Project No. 141-E.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project No. 141-E

SOUTH APPROACH TO COOS BAY BRIDGE

ON THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 18, 1936

Completed Work

Statement of completed work to be made prior to submission of final voucher.

NEW WORK

67' Concrete Pavement (Sta. 87+34.9 to 90+25.0)

All Required		Clearing and Grubbing		$ 100.00
100	cu. yds.	Excavation, Single Classification	$0.45	45.00
9,000	cu. yds.	Earth Borrow	0.45	4,050.00
.06	mile	Finishing Roadbed and Slopes	200.00	12.00
80	lin. ft.	12" Concrete Pipe	1.50	120.00
80	lin. ft.	18" Concrete Pipe	2.50	200.00
2	only	Concrete Catch Basins	30.00	60.00
600	lin. ft.	Concrete Curb	0.70	420.00
300	cu. yds.	Rock Sub-base	2.00	600.00
40	cu. yds.	Sand Cushion	1.50	60.00
2,200	sq. yds.	Portland Cement Concrete Pavement	2.10	4,620.00
600	lin. ft.	½" Expansion Joints	0.15	90.00
220	lin. ft.	¾" Expansion Joints	0.20	44.00
1,100	lin. ft.	Contraction Joints	0.05	55.00
1,100	only	Dowels	0.20	220.00
7,000	lbs.	Tie Bars and Reinforcement	0.06	420.00
		Subtotal		$ 11,116.00
		10% Engr. & Cont.		1,111.60
		Total		$ 12,227.60

Length	.055 mile
Cost per mile	$22[illegible],[illegible].00

48' Concrete Pavement (Sta. 90+25 to 100+70)(Sta. 102+39 to Sta. 104+70.9)

All Required		Clearing and Grubbing		$ 200.00
7,700	cu. yds.	Excavation, Single Classification	$ 0.45	3,465.00
2,800	cu. yds.	Earth Borrow	0.45	1,260.00
0.24	mile	Finishing Roadbed and Slopes	200.00	48.00
700	lin. ft.	Rounding Cutbanks	0.10	70.00
20	lin. ft.	8" Drain Tile	0.60	12.00
80	lin. ft.	12" Concrete Pipe	1.50	120.00
20	lin. ft.	12" Corr. Iron Pipe	1.50	30.00
40	lin. ft.	Salvaging Culvert Pipe	0.75	30.00
4	only	Catch Basins	30.00	120.00
250	sq. yds.	Removal of Old Pavement	0.50	125.00
2,400	lin. ft.	Concrete Curb	0.70	1,680.00
80	sq. yds.	Concrete Driveway Aprons	2.00	160.00
1,200	cu. yds.	Rock Sub-base	2.00	2,400.00
120	cu. yds.	Rock Base	2.00	240.00
110	cu. yds.	Sand Cushion	1.50	165.00
30	cu. yds.	Filler	0.50	15.00
30	yd. mi.	Hauling Filler	0.20	6.00
6,800	sq. yds.	Portland Cement Concrete Pavement	2.10	14,280.00
2,700	lin. ft.	½" Expansion Joints	0.15	405.00
880	lin. ft.	¾" Expansion Joints	0.20	176.00
3,400	lin. ft.	Contraction Joints	0.05	170.00
3,400	only	Dowels	0.20	680.00
14,000	lbs.	Tie Bars and Reinforcement	0.06	840.00
			Subtotal	$ 26,697.00
			10% Engr. & Cont.	2,669.70
			Total	$ 29,366.70

Length of Roadwork	0.229 mile
Cost per mile, roadwork	$128,238.86

52' Asphalt Pavement (Sta. 104+70.9 to 111+68.2)

All Required		Clearing and Grubbing		$ 100.00
700	cu. yds.	Excavation, Single Classification	$ 0.45	315.00
0.13	mile	Finishing Roadbed and Slopes	200.00	26.00
200	cu. yds.	Rock Sub-base	2.00	400.00
80	cu. yds.	Rock Base	2.00	160.00
20	cu. yds.	Filler	0.50	10.00
20	yd. mi.	Filler Haul	0.20	4.00

550	tons	Class "B" Asphaltic Concrete	$ 8.50	$ 4,675.00
220	tons	Cutback Asphalt Wearing Surface	8.50	1,870.00
			Subtotal	$ 7,560.00
			10% Engr. & Cont.	756.00
			Total	$ 8,316.00

Length	0.144 mile
Cost per mile	$ 57,750.00

Roadside Improvement (Sta. 87+34.9 to Sta. 100+78)
(Sta. 102+78 to Sta. 104+10)

800	cu. yds.	Excavation, Single Classification	$ 0.45	$ 360.00
1,200	cu. yds.	Earth Borrow	0.45	540.00
1,500	cu. yds.	Top Soil Cover	0.50	750.00
1,750	sq. yds.	Concrete Sidewalks	1.50	2,625.00
			Subtotal	$ 4,275.00
			10% Engr. & Cont.	427.50
			Total	$ 4,702.50

Length	0.295 mile
Cost per mile	$ 15,940.67

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds		State Funds
Roadwork				
67' Concrete Pavement	$ 12,227.60	$ 7,458.83	(61%)	$ 4,768.77
48' " "	29,366.70	17,913.68	(61%)	11,453.02
52' Asphalt Pavement	8,316.00	5,072.76	(61%)	3,243.24
	$ 49,910.30	$ 30,445.27		$ 19,465.03
Roadside Improvement	$ 4,702.50	$ 2,868.52	(61%)	$ 1,833.98
Totals	$ 54,612.80	$ 33,313.79		$ 21,299.01

FORM S-A-1 ,5M 9-28
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOC
STATE HIGHWAY ENGI
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

141

Oct. 26, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On Sept. 15th, we sent you plans for the south approach to Coos Bay Bridge. Please send me a blue print of the profile.

I would also like to have you return the exaggerated five line profile unless it is in use. I believe it will be possible to eliminate one catch basin.

When do you expect this project will be advertised?

Please send me also blue print of profile for north approach to Coos Bay Bridge as soon as it has been traced.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:ANF

FORM 5-A-1 8M 9-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOC
STATE HIGHWAY ENGIN
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1412

NOTED
State Highway Engineer

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
OCT 26 1935
OREGON
STATE HIGHWAY COMMISSION

Oct. 25, 1935

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. C. SMITH

Dear Sir:

Following up my letter of October 18th, concerning Coos Bay approach fill, will state that the quantity of embankment which the grading contractor will be required to delay placing until the bridge contractor is out of the way will amount to 920 cubic yards. Delaying placing of this embankment will not interfere with placing of pavement and sidewalk and all fill slopes except those underneath the bridge and immediately adjacent to the east steps. I believe the paragraph suggested in my letter of Oct. 18th, will cover the situation with the additional information that the delayed yardage amounts to 920 yards.

The bridge contractor laid a water pipe on our right of way between stations 92 and 96+25 about 12 to 18 inches under the ground surface. When the cut is made this pipe will have to be moved. It appears to me that the bridge contractor should move this pipe in advance of our grading. The bridge contractor can either dig a deeper trench so that his pipe will be below grade or he can remove it from the proposed cut and place in new position. It is possible that the bridge contractor will be nearly through with this water system before our grading contractor will do much work there but in any case it seems to me it should be up to the bridge contractor to move his pipe rather than for the grading contractor to do so.

After discussing this with Mr. Paxson, please advise if the bridge contractor will take care of this pipe.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. E. E. Johnston

EAC:AWF

#1696

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

July 30, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon USPW Proj. No. NRM 141-E, South Approach Coos Bay Bridge, Oregon Coast Hwy., Coos County, was made by a representative of this office on July 17, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

#1696

1413

July 23, 1935

Mr. H. B. Glaisyer
Office

Dear Sir:

Contract #1696 with Barham Bros. for the construction of a crossing over Southern Pacific Company's tracks at North Bend was completed July 5, 1935.

Will you Please secure authority from the commission to make final payment on this job.

Very truly yours,

C. B. McCullough
Bridge Engineer

By WAReeves
W. A. Reeves
Office Engineer

dk/

APPROVED BY HIGHWAY COMMISSION
DATE July 26, 1935
Secretary

10154 5M 1-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

141 C

July 17, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Please send me cross sections, computation sheets, mass diagram and field notes for grading south approach to Coos Bay Bridge. These were sent to your office about a month ago and Mr. Paxson has returned to me the map and the profile. I want these to change the slope of the cut between the two connections to the present road.

On our inspection of this project with Landscape Artist Simonson of the Bureau of Public Roads he made the following suggestions:

1. Preserve all trees and shrubbery from fire or other injury during clean up by bridge contractor and completion of grading by grading contractor.

2. Swing the concrete walk on the east side of the pavement out around the large Port Orford cedar trees so that the roots can get air and moisture. He suggested that the walk be 15 feet or more away from the tree and we can do this.

3. Sidewalks south of the road crossing structure to be made in line with the present walks on Sherman Avenue which will leave a parking strip to be planted between the curb and the walk.

4. Plant native shrubs, preferably from nursery stock on the slopes of the fill and on the shoulders at the bottleneck 300 feet south of the south end of the Coos Bay bridge. Shrubs planted on the shoulders should be ground plants and should be kept trimmed down within one foot or so of the surface.

5. He suggested that hand rail on bridges should be lower or more open. The curb height plus hand rail height comes up to line of vision of motorists so that they cannot see the view. He noticed this particularly at the Cape Creek bridge north of Florence.

The native shrubs particularly suited to soil conditions and climate at Coos Bay would be Rhododendron, huckle berry, Salal, Oregon Grape, Ceanothus, Azaleas, Yellow Lupin and Holland Grass.

19184 6M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 17, 1935

IN REPLY PLEASE
REFER TO FILE NO.

-2- H. G. Smith

Trees which might be suitable would be Port Orford Cedar, Hemlock Myrtle. Please do not include any Scotch Broom in this planting!

We will revise the grading and paving project for the South Approach to the Coos Bay Bridge and return to your office in the near future.

Very truly yours,

EAC

E. A. COLLIER
Division Engineer

cc. R. H. Baldock ✓

EAC:AWF

FORM 5-2-1 22374 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

141 E

June 29, 1935

Mr. E. A. Collier
Division Engineer
Roseburg, Oregon

Dear Sir:

We have your letter of June 24 with reference to the grading and paving of the south approach to the Coos Bay Bridge. We note, however, that this job is not on the first schedule for letting under the 1936 federal aid money.

A portion of the ground to be covered by this approach grading is being used for the bridge contractors as a form yard and we do not want to disturb this work until such time as it is necessary to get out of the way of the grading operations.

We will keep in touch with the letting schedule for this job and will clean out the form lumber and other debris in ample time for the setting of grading and clearing stakes before the advertisement of the job.

Very truly yours

C. B. McCullough
Assistant State Highway Engineer

GSP LD
CC R. H. Baldock
R. Archibald

A-1 19164 5M 1-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1413

OREGON STATE HIGHWAY COMMISSION
SALEM

June 25, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Under separate cover by express today we are sending you plans for paving South Approach to Coos Bay Bridge as follows:

1. Profile on cloth
2. White print map, scale 40'
3. 5 Rolls cross sections
4. Field notes
5. Earth computation sheets
6. Paving computation sheets
7. Profile for two road approaches to highway
8. Map, scale 100' made by Johnston in April.
9. Sketch, scale 40' of the approaches at stations 92 and 96.
10. Special provisions and engineer's estimate.

On the white print are shown details at end of present pavement on Sherman Avenue and details for resurfacing the two road approaches and details for the fill under the south end of the Coos Bay Bridge.

Typical cross sections should be altered to show super elevation as noted.

The grading on this section can start any time after June 30th, according to the Bridge Department and regrading of the approach roads and paving should be finished during dry weather this Summer.

At one time we considered including the grading and surfacing at the north end of Coos Bay Bridge in the same contract. I recommend they be let in separate contracts for the following reasons:

1. The work at the south end of the bridge can be done this Summer and very little of the work at the north end of the bridge can be done until next Spring without interferring both with the bridge contractor and with traffic.

2. The contractor should have a shovel and trucks for making the fill at the south end of the bridge and should have cats and scrapers for the grading at the north end of the bridge.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
EAC:AWF

June 25, 1935

SOUTH APPROACH TO COOS BAY BRIDGE
GRADING AND PAVING

ENGINEER'S ESTIMATE

Clearing and Grubbing	all required		$ 400.
Trench Excavation	460 cu. yds.	at .70	322.
Excavation, Single Class	16500 sq. yds.	.45	7425.
Removal of Old pavement	180 sq. yd.	.50	90.
Finishing Roadbed and Slopes	0.30 miles	$200.	60.
Rounding Cut slopes	600 lin. ft.	.10	60.
8" Porous Draintile	15 lin. ft.	.40	6.
12" Corrugated Galvonized Iron Pipe	260 lin. ft.	1.50	390.
18" Concrete Pipe	50 lin. ft.	2.50	125.
Catch Basins	5 each	30.00	150.
Concrete Curbs	3000 lin. ft.	.70	2100.
Concrete Sidewalks	1700 sq. yds.	1.50	2550.
Concrete Pavement	10,000 sq. yds.	2.10	21000.
Expansion joints	1060 lin. ft.	.20	212.
Contraction joints	5200 lin. ft.	.05	260.
Dowels	5200 each	.20	1040.
Tie Bars	9600 lbs.	.06	576.
Rock Surfacing	300 cu. yds.	2.50	750.
Oil Mat Surfacing	1000 sq. yds.	.50	500.
			$38,016.00
Plus 10% for contingencies and engineering			3,801.60
		TOTAL - -	$41,817.60

SPECIAL PROVISIONS

SOUTH APPROACH TO COOS BAY BRIDGE
GRADING AND PAVING

TIME AND PLACE OF RECEIVING BIDS

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under this contract if awarded consists of the completion of the grading and the construction of 0.48 miles of concrete pavement on the south approach to the bridge which is being constructed over Coos Bay on the Oregon Coast Highway in Coos County.

The north end of the project is at station 86+50 which station is 85 feet north of the south end of the Coos Bay Bridge.

The south end of the project is at station 111+68.2, which is on Sherman Avenue in North Bend near the north side of Colorado Street.

The overall length of the project is 2518.2 feet or 0.48 mile.

DATE OF COMPLETION

All work to be done under this contract shall be completed not later than Oct. 31, 1935.

FEDERAL AND STATE REQUIREMENTS RELATING TO EMPLOYMENT OF LABOR ETC.

CLEARING AND GRUBBING

Specification:

Same as South Approach to Coos Bay Bridge

Areas Within Which Clearing and Grubbing is to be done:

The areas to be cleared and the area within which all specified grubbing work is to be done shall be understood to be all areas covered by excavation, borrow, fill slopes, drainage ditches and road connections. A large dead fir west of sta. 94 is to be low cut but the cedar on the east side is not to be cut.

GRADING WORK

Standard Specification to Apply:

Same as South Approach to Coos Bay Bridge

Work to be Done:

1-The excavation indicated on the profile from station 92 to 96.

2-The excavation required to make connections with the present highway near these stations.

3-Excavation for pavement from the center parking strips on Sherman Avenue.

4-Removal of concrete sidewalk, pavement and curb at the north end of Sherman Avenue.

5-All other excavation required to permit construction of concrete pavement and sidewalks, drain ditches, culverts and tiles.

SOUTH APPROACH TO COOS BAY BRIDGE
GRADING AND PAVING

(Work to be done)

6. In addition sufficient borrow shall be excavated from blocks in North Bend to complete all of the fills indicated on the plans. The present fill is to be widened and finished out to the Coos Bay Bridge and to the railroad crossing structure.

Classification:

All pay excavation shall be classified in accordance with the single classification basis described on page 21 of the standard specification form except excavation for drain tile, drain pipes, culverts and drain ditches shall be classed as trench excavation and removal of old pavement, sidewalks and curbs shall be classified as removal of old pavement.

Embankment Materials:

All materials for the required embankment construction not provided by excavation on the project shall be furnished by the contractor. They shall be materials suitable for highway embankment construction which will stand permanently with 1½ to 1 side slopes. Suitable materials are available from municipally owned and privately owned properties within the City of North Bend with a payment of little if any royalty. The owners of the property being desirous of having them cut down to established street grades. Locations of municipally owned properties from which materials may be obtained are as follows:

Block 22 lot 6	500 cubic yards
Block 32 lots 5, 6, 7 and 8	4000 cubic yards

Privately owned properties from which it may be possible to obtain materials are as follows:

Block 15 lots 18 and 19	1400 cubic yards
Block 16 lots 22, 23 and 24	1100 cubic yards
Block 22 lots 4 and 5	600 cubic yards
Block 32 lots 1, 2, 3 and 4, 23, 24, 25 and 26.	9000 cubic yards.

Conditions Applying to Taking of Materials From Municipally Owned Properties.

Same as South Approach to Coos Bay Bridge grading except omit items 6 and 7.

Acquisition of Right to take Material From Privately Owned Properties:

Same as South Approach to Coos Bay Bridge.

Compaction of Embankments:

Same as South Approach to Coos Bay Bridge.

SOUTH APPROACH TO COOS BAY BRIDGE GRADING AND PAVING

Embankment Around Bridge Ends:

The contractor's attention is directed to the necessity for extra care in placing embankments around the ends of the bridges in order to avoid injury to the concrete and to secure full compaction of the materials. Any parts of the fill which cannot be compacted by machinery shall be hand tamped. The material shall be dampened or soaked with water if in the opinion of the engineer the class of material being placed requires this treatment in order to permit full compaction. The area under the end of the Coos Bay Bridge and around to the steps on each side shall be levelled up and filled with 2 to 1 slopes.

Payment for Hauling:

The hauling of excavated materials from the places of its excavation to the places of its use in embankment construction or filling within the limites of the project shall be considered free haul and no payment for overhaul or truck haul will be made on the same.

Note: (This permits contractor to make borrow wherever he desires without increasing cost to State for haul.)

Removal of Pavement, Sidewalk and Curb:

Under this item such areas of existing concrete pavement, sidewalk and curbs at the north end of Sherman Avenue as must be removed in order to permit all construction called for by the plans shall be taken up and the materials of which they are composed shall be hauled away and stockpiled in a neat pile on the west side of the grade near station 98.

Limits on Widths of Trenches:

Unless otherwise ordered by the engineer pay excavation for trenches for culverts and drains will be limited to the following widths.

Diameter of Pipe	Maximum Width of Trench
8 Inch	1.8 feet
12 "	2.2 "
18 "	2.8 "

Measurement and Payment:

For the excavation for drain tile, drain pipes, culverts and drain ditches the contractor will be paid for "Trench Excavation" per cubic yard. For the removal of old pavement sidewalks and curbs the contractor will be paid for removal of old pavement per square yard. For all other excavation payment will be made as stated in the standard specification for earthwork given in section 8 of standard specification form. No payment will be made for any rehandling of materials that the contractor may do between the time the time the materials are first excavated and the time they are deposited in final position in the work.

FINISHING ROADBED AND SLOPES

The work involved in accurately and neatly trimming the roadbed and the roadbed slopes to conformance with the specified cross section in finishing the top of the roadbed to specified crown, grade and smooth surface will be paid for at the price bid per mile for finishing roadbed and slopes. Measurements to be made to the nearest hundredth of a mile.

ROUNDING OF TOPS OF CUTBANKS

Work to be done:

Same as Barron Creek.

Manner of Performance:

Same as Barron Creek.

Measurement and Payment:

Same as Barron Creek.

POROUS DRAINTILE

The porous drain tile to be furnished under this contr-act shall be furnished, placed and paid for as specified in sections 32 and 54 of the standard specification form.

CULVERT PIPE

The 12" pipe to be furnished and placed under this contract shall be furnished, placed and paid for in accordance with the standard specification for corrugated iron culvert section 27 and section 52 and shall be dipped in asphalt before shipment. The 18" culvert shall be furnished, placed and paid for in accordance with the standard specification for concrete pipe culvert as given in sections 26 and 51 standard specification form.

CONCRETE CATCH BASINS

General:

Same as Junction City paving.

Basis of Payment:

Same as " "

CONCRETE CURBS

Specification:

Same as Junction City

Design:

" " "

SPECIAL PROVISIONS

SOUTH APPROACH TO COOS BAY BRIDGE
GRADING AND PAVING

Details of Construction:

Same as Junction City Paving

Measurement and Payment:

Same as Junction City Paving

CONCRETE SIDEWALK

Same as Junction City Paving.

PORTLAND CEMENT CONCRETE PAVEMENT

Standard specification to apply:

Same as Junction City.

Portion of Project to be paved:

Same as Junction City.

Preparation of Sub-grade:

Same as Junction City.

Expansion Joints: 120' spacing

Same as Roseburg Paving.

Dowel Bars:

Same as Junction City.

Contraction Joints and
Longitudinal Joints:

Same as Junction City.

Pouring of Joints:

Same as Junction City.

Delayed Finish Required:

Same as Junction City.

Surface Smoothness:

Same as Junction City.

SOUTH APPROACH TO COOS BAY BRIDGE
GRADING AND PAVING

Pavement on Sherman Avenue:

After the existing center parking strips have been excavated to grade, the contractor shall construct concrete pavement thereon.

Reinforced Panels at Bridge Ends:

The panels of pavement which adjoin the ends of the bridges shall be constructed in accordance with the specfied design shown on the plans. For the construction of these special panels the contractor will receive in addition:

1. Allowance for the bar reinforcement at the price bid per pound for "Tie Bar and Reinforcement".

2. Allowance for the extra concrete at a price per cubic yard which is equivalent to the price per cubic yard received for pavement of standard thickness.

Measurement and Payment:

The basis of measurement and payment for the pavement shall be as stated in the standard specification for Portland Cement Concrete Pavement, section 25, except that the price bid for Portland Cement Concrete Pavement shall be understood to include and cover the cost of preparing the sub-grade.

JOINT FILLER MATERIALS FOR EXPANSION JOINTS

Same as Junction City Paving.

ROCK SURFACING

Work to be done:

Under this specification the contractor shall construct rock surfacing on such approach driveways and connections with the existing oiled surface highway as the engineer may designate. The compacted thickness and width shall be as the engineer orders.

Materials:

The materials to be used in the construction of the rock surfacing shall be clean and durable crushed rock or crushed gravel uniformly graded from dust to a maximum size of $1\frac{1}{2}$ inches, that shall all pass a screen having $1\frac{1}{2}$ inch circular openings and not less than 25% nor more than 35% shall pass through a screen having $\frac{1}{4}$ inch square openings. If crushed gravel is furnished, at least 60% by weight of the gravel shall show fractured surfaces. When subjected to the standard abrasion test the material shall show an abrasive loss not exceeding 8%.

Details of Construction:

After the areas to be occupied by the rock surfacing have been shaped to specified grade and cross section they shall be thoroughly compacted by rolling with a ten ton power roller. The materials for the rock surfacing shall be spread on the prepared sub-grade to the proper crown and thickness. The number of courses shall be as the engineer orders. Such sprinkling, blading and adding of rock material being done while the rolling is in progress as may be necessary to produce a smooth and thoroughly compacted course

Measurement and Payment:

For each cubic yard of crushed rock or crushed gravel used in the construction payment will be made at the price bid per cubic yard. The quantities to be paid for shall be determined by measurement of materials in the trucks at the points at which they are deposited. Sprinkling if ordered by the engineer will be paid for on a force account basis or will be performed by State equipment. Payment for the surfacing materials on the basis above indicated shall be understood to comprise full and complete payment for the construction of the rock surfacing including the furnishing, hauling and placing of materials, the preparing of the sub-grade and the spreading and rolling work.

OIL MAT SURFACE TREATMENT—TYPE O-11

Work to be done:

Oil mat surface treatment type O-11 shall be constructed on the approaches to the present oil surfaced highway near stations 92 and 96.

Standard specification to Apply:

The applying of the oil mat surface treatment shall be performed in accordance with the standard specifications given in sections 17 and 22 of the standard specification form except as those specifications are supplemented and modified by the provisions which follow:

Aggregates to be Furnished By Contractor:

All aggregates required in the applying of the oil mat surface treatment shall be furnished by the contractor and delivered by him to the place of their final incorporation in the work.

Kind Quality and Source of Aggregates:

Same as Empire-Pigeon Point.

Size of Aggregates:

Same as Empire-Pigeon Point.

Grading and Cleanness

Same as Empire-Pigeon Point.

Approximate Quantity Required.

Approximate quantites of different sizes of aggregates required for the oil mat surface treatment are as follows:

Size	Approximate Quantity
1¼"-¾"	22 cu. yd.
¾"-½"	9 " "
½"-¼"	15 " "
¼" -	7 " "
No. 3 Road Oil	4.4 tons.

SPECIAL PROVISIONS

SOUTH APPROACH TO COOS BAY BRIDGE
GRADING AND PAVING

Measurement and Payment:

Payment for the construction of the oil mat surface treatment shall be made on the basis of square yards constructed and shall comprise full and complete payment for the oil mat surface treatment and no separate or additional payment will be made for any work or materials that are called for by the specifications for that part of the work or that are required to produce specified results.

CONDITIONS UNDER WHICH STATE WILL DO OILING WORK

In case the contractor is unable to make other satisfactory and economical arrangements for the construction of the oil surface treatment which is called for by the contract the State Highway Commission will construct the oil treatment for the contractor at the following price and subject to the following terms:

1. The road surfacing must be in place thoroughly compacted and otherwise in good condition for oiling at the time the Highway Commission is ready to begin oiling operations, which time may be any time after Aug. 31st, 1935, that may suit the convenience of the Highway Commission.

2. The price to be paid the State Highway Commission for the construction of the oil surface treatment including the furnishing of all materials required shall be 50¢ per square yard.

MISCELLANEOUS PROVISIONS

PROVISION FOR TRAFFIC:

Same as Junction City.

SIGNS TO BE OF STANDARD DESIGN:

Same as Junction City.

SAMPLING AND TESTING OF CEMENT:

Same as Junction City.

ADJUSTMENT OF FACILITIES:

Such telephone and telegraph lines and water pipes as must be raised, lowered, or moved on account of the construction work to be done under this contract shall be raised, lowered or moved by the owners thereof. The contractor shall give the owners adequate notice of his needs and shall allow them reasonable time for the performance of their work.

SCHEDULE OF PERFORMANCE

Same as Junction City.

EMPLOYMENT AGENCY

Marshfield

LIQUIDATED DAMAGES

Same as Junction City.

FORM 5-A-1 10164 5M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

141-E

OREGON STATE HIGHWAY COMMISSION

SALEM

June 24, 1935.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Mr. McCullough has written me on June 22nd, to notify the Southern Pacific Railroad Company to raise the railroad telegraph and Western Union line at the north end of the overhead crossing on Sherman Avenue in North Bend.

He states that the railroad company have already moved their signal wires. He states that material can be hauled across this structure any time after June 30th. I presume you will wish to let the contract for this soon. I am sending the plans today.

Please advise me what the arrangement was with the railroad company concerning these wires. I assume that the railroad is to do the work and the State pay the cost when billed by the railroad but have never received information concerning the arrangements. Regardless of how soon the contract is let I would like to have these wires raised within the next 30 days. If it appears best you might notify the railroad company or if you wish me to, please so advise.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
EAC:AWF

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. NRM 141-E

POST OFFICE BUILDING
PORTLAND, OREGON

May 22, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Oregon U. S. Public Works
Project No. NRM 141, Section E.

Febr 2, [illegible]

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on July 25, 1934, by the Oregon State Highway Commission, and on August 18, 1934, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works Project No. NRM 141, Section E; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section E to provide for the construction of a grade separation structure between survey stations 100+78 and 102+39; and by reason thereof has requested that the estimate of cost approved and the Federal funds approved and set aside to the credit of said Section E be increased from $15,510.80 to $45,299.65:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section E be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of forty-five thousand, two hundred ninety-nine and 65/100 dollars ($45,299.65) as

R. H.Baldock ✓

the share of the United States payable under said act on account of Section E of said project, which is the approved total estimated cost thereof:"

Article II shall read:

"Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:

"Sherman Avenue in the city of North Bend, between survey station 87+70 at the south end of the bridge to be constructed across Coos Bay, and survey station 104+10 approximately 370 feet north of the Michigan Street intersection, length 0.307 of a mile, in Coos County, being Section E of Oregon U. S. Public Works Project No. NRM 141, consisting of 0.277 of a mile of roadway and one bridge of more than 20 ft. clear span 0.030 of a mile in length, known locally as the South Approach to Coos Bay Bridge section of Oregon Coast Highway, between official control points Hebo and Coos Bay."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E of said project shall not in any event exceed the sum of forty-five thousand, two hundred ninety-nine and 65/100 dollars ($45,299.65), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of Section E of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

R. H.Baldock ✓

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 11th day of April, 1935, and the Secretary of Agriculture on the 13 day of May, 1935.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission.

By
Member, State Highway Commission

By
Member, State Highway Commission

Secretary of Agriculture

By
Acting Chief, Bureau of Public Roads.

Oregon U. S. Public Works
Project No. NRM 141, Section E,

R. H. Baldock ✓

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S.Pub.Wks.** Project No. **NRM 141-E** State of **Oregon.**

Second. That in accordance with said provisions I have approved the sum of $ **45,299.65** **in lieu of the $18,510.80 approved by Certificate of Aug. 18, 1934,** as the total estimated cost of said project, and the sum of $ **45,299.65** / as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ **is** ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this 13 day of May one thousand nine hundred and thirty-five

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8-4639

FORM 6-A-1 16819 15M 6-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

[illegible] Bridge approaches

1415

OREGON STATE HIGHWAY COMMISSION
SALEM

May 14, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In regard to the South Approach to the Coos Bay Bridge on the Oregon Coast Highway.

I believe a standard super elevation should be placed on the curve at Station 91 - 99, unless there are very decided esthetic reasons to the contrary, which can only be obtained from a study of the ground.

To me personally an absolutely flat curve is decidedly objectionable, due to the optical illusion of tipping the wrong way, but frequently there are intersecting streets, etc., in town which make super impractical.

This sketch was inadvertently designed without considering the curve, and therefore no super is shown, therefore you should use it unless you have found decided reasons to the contrary.

You may avoid your pet Port Orford tree by twisting the curb and sidewalk around it. I would suggest that it be done over a medium distance - say about 30 or 40 feet.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H.Baldock

FORM 6-A-1 19194 5M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

14-E

May 6, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Received the white print showing final layout for south approach to Coos Bay Bridge.

No super is shown on the typical cross section at station 95, which is on a one degree curve. Do you wish this curve built without super? The spiral starts at the south end of the bridge and extends from there to station 91 and the one degree curve extends from there to station 95+60 with spiral ending at station 99+60. Our present grade was built on standard super dropping the inside of the curve in accordance with standard practice for curves at ends of bridges.

There is an unusually fine Port Orford Cedar which stands about 24 feet east of approximate station 96. The North Bend people were very anxious to save all of these cedars possible when we did our original clearing and I would like to leave this cedar if possible and suggest that we construct the sidewalk around the east side of it. The tree would just clear the proposed 48 foot concrete pavement.

Johnston has computed the yardage on 72 foot width of grade as suggested by you a month ago but I am having him revise this yardage to a 67 foot width at profile grade in accordance with typical cross sections on the white print and expect to have this information in the near future to submit to your office.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
EAC:AWF

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRM 141-E

POST OFFICE BUILDING
PORTLAND, OREGON

April 8, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of modified proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

March 2, 1935

141E

Barham Bros.,
1313 North 18th Street
Salem, Oregon

Gentlemen:

We are handing you a fully executed copy of State Highway Contract No. 1696 which was awarded to you on January 31, 1935 covering bridge construction over the Southern Pacific Company's tracks on the Oregon Coast Highway at North Bend.

This copy is being sent to you for your records and files.

Yours very truly,
STATE HIGHWAY COMMISSION

By

MC

Secretary

February 21, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the South Approach, Coos Bay Bridge, Project No. NRM 141-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works
Proj. No. NRM 141-E

SOUTH APPROACH, COOS BAY BRIDGE

ON THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 20, 1935

Roadwork:

All Required		Clearing and Grubbing		$ 2,460.00
20	only	Felling Danger Trees	$ 20.00	400.00
38,000	cu. yds.	Embankment in Place	0.36	13,680.00
120	lin. ft.	18" Concrete Pipe	2.40	288.00
		Sub-total, Roadwork		$ 16,828.00
		10% Engr. & Cont.		1,682.80
		Total, Roadwork		$ 18,510.80

North Bend Overcrossing:

560	cu. yds.	Excavation	$ 2.50	$ 1,400.00
50	cu. yds.	Excavation below Plans	2.25	112.50
650	cu. yds.	Class "A" Concrete	16.75	10,887.50
210	cu. yds.	Class "D" Concrete	17.75	3,727.50
156,000	lbs.	Metal Reinforcement	0.0444	6,926.40
342	lin. ft.	Concrete Handrail	3.80	1,299.60
		Sub-total, Structure		$ 24,353.50
		10% Engr. & Cont.		2,435.35
		Total, Structure		$ 26,788.85

Length of Roadway	0.277 mile
" " Overcrossing Structure	.030 "
Total Length	0.307 "
Cost per mile, Roadwork	$ 66,825.99

NRM Funds Requested:

Roadwork..................................	$ 18,510.80
Overcrossing Structure........................	26,788.85
Total...........	$ 45,299.65

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maint: Chap. 41, laws 1927; Chap. 88, laws 1931

141 E

February 1, 1935

Barham Bros.
1010 North 18th
Salem, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on January 31 for the construction of a concrete bridge over Southern Pacific tracks on the Oregon Coast Highway at North Bend in Coos County, and has awarded to you the contract for such work at your bid price of $24,353.50.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Bridge Dept.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 31, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S. Public Works project NRM 141-E, North Bend Overcrossing on Oregon Coast Highway, to Barham Bros., Salem, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

January 10, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The plans, specifications and estimate for Oregon U. S. Public Works project NRM 141-E, the south approach to the Coos Bay Bridge in North Bend, Oregon Coast Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

January 9, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the North Bend Overcrossing, Project No. NRM 141-E.

Five bid proposals and five blueprint copies of sheet No. 2 of the plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works
Proj. No. NRM 141-B

SOUTH APPROACH, COOS BAY BRIDGE

ON THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans for the North Bend Overcrossing. Not as basis for modified agreement.)

Salem, Oregon, January 9, 1935

Roadwork:

All Required		Clearing and Grubbing		$ 2,460.00
20	only	Falling Danger Trees	$ 20.00	400.00
38,000	cu. yds.	Embankment in Place	0.36	13,680.00
120	lin. ft.	18" Concrete Pipe	2.40	288.00
			Sub-total, Roadwork	$ 16,828.00
			10% Engr. & Cont.	1,682.80
			Total, Roadwork	$ 18,510.80

North Bend Overcrossing:

560	cu. yds.	Excavation	$ 2.00	$ 1,120.00
50	cu. yds.	Excavation below Plans	5.00	250.00
650	cu. yds.	Class "A" Concrete	22.00	14,300.00
210	cu. yds.	Class "D" Concrete	22.00	4,620.00
156,000	lbs.	Metal Reinforcement	0.055	8,580.00
342	lin. ft.	Concrete Handrail	5.00	1,710.00
			Sub-total, Structure	$ 30,580.00
			10% Engr. & Cont.	3,058.00
			Total, Structure	$ 33,638.00

Length of Roadway	0.277	mile
" " Overcrossing Structure	0.030	"
Total Length	0.307	"
Cost per mile, Roadwork	$ 66,825.99	

NRM Funds Requested:

Roadwork....................................	$ 18,510.80
Overcrossing Structure.........................	33,638.00
Total..............	$ 52,138.80

FORM 8-A-1 16819 15M 6-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

141E

January 8, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. Austin F. Flegel,
Attorney at Law
909 American Bank Bldg.,
Portland, Ore.

Dear Sir:

The fills on the P. H. Cochran contract at the Coos Bay Bridge approaches were remeasured by boring through them until the original soil was found. This was quite easily determined on account of the difference in color and character of the material. Some settlement was found and the final estimate was corrected in accordance with this settlement, which amounted to 1159.5 cubic yards.

The total amount of estimate as corrected is 58,661.6 cubic yards.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

FORM S-A-1 19976 7900 7-34
COMMISSIONERS
~~LESLIE M. SCOTT~~, CHAIRMAN, PORTLAND
~~CARL G. WASHBURNE~~, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

141E

Dec. 4, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

AK
State Highway Engineer

(COOS BAY BRIDGE APPROACH GRADING)

Dear Sir:

Mr. Cochran finished grading contract No. 1642 sometime ago and has made claim for additional yardage because of compaction of the ground under the big fills.

On November 28th, with E. E. Johnston, Resident Engineer, I tested the thickness of the fills by boring with auger. Nine test holes were made. One indicated the same thickness as shown by the cross sections and the other eight indicated more thickness than shown on the cross sections by amounts varying from 0.1 to 0.8. These are shown on the attached sheet. The location of the original ground is fairly easy to determine because it is covered with ashes under which is red dirt, while the fill was composed entirely of yellow sand or yellow sandstone. In view of the fairly uniform additional thickness found I recommend that the contractor be given an additional yardage based on 0.4 feet of additional thickness under the roadbed area, which is the full height of the fill and of 0.2 feet for the area under the slopes. These quantities have been computed on attached sheets and comprise a total of 1003.1 cubic yards.

While checking over the cross sections with Johnston I found that the contractor had placed some material between station 100+32 and 101+02 beyond Johnston's slope stakes and the contractor is entitled to this additional yardage also. Field notes are submitted showing the remeasure made Nov. 30th, and a sheet attached shows the computation which amounts to 156.4 cubic yards. These two items added to the yardage shown on estimate #4 make his revised total 38,661.6 cubic yards.

Mr. Johnston also remeasured the blocks in North Bend from which the contractor borrowed. These blocks were roughly cross sectioned in the first placed to see howmuch material was available and Johnston finds total excavation of 42,335 cubic yards. In Mr. Cochran's letter dated Nov. 2nd, he estimates that he excavated 42,600 cubic yards which checks very good with Johnston's. Cochran sold 600 yards so that the North Bend excavation going into the approach fills amounted to 41,735 yards. Compared with 38,661.6 cubic yards embankment this gives a factor of 1.08. On Cochran's contract from Glenada to Douglas County Line three years ago the shrink factor was 1.18; although this varied somewhat with different parts of the contract.

I do not like to start the practice of giving the contractor yardage for compaction of the ground under the fill but the special provisions state that "Pay quantities of embankment shall be determined by measurement of the completed embankments" and our actual measurements by boring indicate that the thickness is more than the difference between the original ground and the finished grade. It therefore seems to me the contractor has a just claim in this case.

ONERS
M. SCOTT, CHAIRMAN, PORTLAND
ARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

-2- H. G. Smith

IN REPLY PLEASE
REFER TO FILE NO

We had a real reason for paying the contractor in embankment and should such a circumstance arise again we can avoid the question of compaction of ground under fill by providing that pay quantities shall be determined by the areas between the original cross sections of the ground and the neat cross sections of the fill as staked by the engineer.

In my opinion Mr. Cochran will accept the above measurements and in fact he states in his letter of Nov. 2nd, that he has signed the final estimate and returned it to your office.

Under separate cover by express I am sending you:

1. Roll cross sections of borrow pits in North Bend.

2. Final cross sections,-2 rolls sent to me Nov. 26th.

3. Field notes of remeasure at station 100+32.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

COOS BAY BRIDGE APPROACH GRADING
CONTRACT NO. 1642 - Nov. 30, 1934

"Results of Borings to Test Thickness of Fills"

Station	Location	Actual Thickness	Shown on X Sect.	Additional Thickness Fond
88+09.6	Center Line	20.6 ft.	20.1 ft.	0.5 ft.
89+29.6	22' Rt.	18.9	18.5	0.4
90+00	Center Line	18.6	17.8	0.8
91+00	" "	16.1	16.0	0.1
96+40.4	Center Line	3.1	3.1	0.0
97+20.4	" "	4.2	4.0	0.2
98+00.4	" "	12.0	11.4	0.6
99+04.0	" "	13.3	12.6	0.7
100+00	" "	14.2	13.9	0.3
				9(3.6
			Average additional thickness found	0.4 ft.

These tests of actual thickness of fills indicate that the contractors claim for additional yardage because of compaction of ground under the two big fills is justified in this case. The Special Provisions state "The pay quantities of embankment in place shall be determined by measurement of the completed embankments--"

The contractor should be paid for 0.4 ft. extra thickness over the area under the tops of the two big fills and for 0.2 extra thickness over the area under the slopes since compaction under the slopes should average half that under the top of the fills.

141-E

South approach to
Coos Bay Bridge

X

November 9, 1934

Mr. P. N. Cochran
7433 N. Jersey Street
Portland, Oregon

Dear Sir:

In reply to your letter of November 2nd, this will advise that we consider the claim of the City of North Bend for $375.00 for the moving of the house that was located on Block 23, a valid claim, and that we do not feel that we have any grounds on which to request a reduction in the amount. While the original plan was to move the house off the block and later move it back, our only concern and your only concern was that the house be taken away so we could obtain the dirt. The house was taken away, and we feel that, because of that fact, the City is entitled to receive the agreed amount. The City undoubtedly took the $375.00 payment into consideration when it decided to dispose of the building in another manner.

Your bid was made with the understanding that you would have to pay the City $375.00. Presumably that amount was added to the amount of your bid and was, therefore, paid to you by the State in its payment for work performed. If there is to be any credit in connection with the transaction, the State is the party which should receive it.

In view of the considerations above mentioned, we must continue to withhold final payment to you until we are supplied with a written statement from the City of North Bend acknowledging settlement of the claim.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

O. J. Tofte, President
J. D. Mitchell, Vice Pres.
P. H. Cochran, Treas.

TAbor 7321
ATwater 2587

COOS BAY CONSTRUCTION COMPANY

PORTLAND, OREGON Nov 2,1934.

Oregon State Highway Commission,
Salem,Oregon.

Gentlemen:

Attention S.H.Probert.

I have your letter of October 30th regarding the claim of the City of North Bend against me for moving a house from Block23, North Bend,in connection with my contract No.1642-South Approach to the Coos Bay Bridge.

My contract stated that I was to compensate the City of North Bend for the expense the City would incur in moving this house off the the block and then returning it after I had completed my work in this block.This was to amount to $375.00 which I learned was the figure which the City had received for so moving and returning the house. I gave the City $187.50 or one half the stipulated amount and then instead of moving the house the City sold it to a wrecker.Presumably the City received the worth of the building through this sale.

Of course,I know that it did not increase my cost by one cent to have the City sell the house instead of having it moved but it surely did save the City the expense for which I was to compensate it.I cannot help but feel that I have more than compensated North Bend for any expense that my contract caused it.

I am willing to abide by your decision in this and ask only that you consider my claims in the light of the actual facts and the terms of my contract.

I would suggest that you with hold $187.50 from my final pending settlement of this controversey.

Yours very truly,

P.H.Cochran

141-E

November 3, 1934

Mr. P. H. Cochran
c/o Coos Bay Construction Company
7433 North Jersey Street
Portland, Oregon

Dear Sir:

This acknowledges receipt of your communication of November 2 relative to your request for consideration of adjustment on your Contract No. 1642, grading south approach to Coos Bay bridge on Oregon Coast Highway in Coos County.

This matter has been referred to Mr. H. G. Smith, our construction engineer, for investigation and report.

Very truly yours,

State Highway Engineer

RHB:AJ

C c Smith

FORM 9-A-1 16874 7500 7-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Oct. 29, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

141E

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

I am informed by Mayor of North Bend that Cochran has not paid the city the last half of the payment for moving the house in North Bend, but that he has satisfactorily completed grading all the lots from which borrow was taken.

The Mayor told me that the city attorney had written a release for everything except the final half payment for the removal of the houses and had sent this release. I am not sure whether this release was sent to E. E. Johnston or to your office.

Final should not be paid to Cochran until he makes this payment to North Bend.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith.
EAC:AWF

NOTED

#1642

141-E

October 24, 1934

American Surety Company of New York,
W. A. King, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1642 for the construction of the South Approach to Coos Bay Bridge on the Oregon Coast Highway in Coos County, consisting of 0.21 mile of grading, has been completed by the contractor, P. H. Cochran, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 5, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $16,543.76 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 17, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The P.S.& E. documents for Oregon U. S. Public Works highway project NRM 141-E, the South Approach to Coos Bay Bridge in North Bend, on the Oregon Coast Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

October 13, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the North Bend Overcrossing Project No. NRM 141-E.

Five bid proposals and five blueprint copies each of revised plan sheets numbers 2 and 3 are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Public Works
Proj. No. NRM 141-E

SOUTH APPROACH, COOS BAY BRIDGE

ON THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans for the North Bend Overcrossing. Not as basis for modified agreement.)

Salem, Oregon, October 15, 1934

Roadwork:

All Required		Clearing and Grubbing		$ 2,460.00
20	only	Falling Danger Trees	$20.00	400.00
38,000	cu. yds.	Embankment in Place	.36	13,680.00
120	lin. ft.	18" Concrete Pipe	2.40	288.00
		Subtotal, Roadwork		$16,828.00
		10% Engr. & Cont.		1,682.80
		Total, Roadwork		$18,510.80

North Bend Overcrossing:

560	~~400~~	cu. yds.	Excavation	2.00	~~$2.00~~	$ ~~800.00~~	1120.00
50	~~30~~	" "	" below plans	5.00	~~4.00~~	~~120.00~~	250.00
650	~~360~~	" "	Class "A" Concrete	22.00	~~20.00~~	~~7,200.00~~	14300.00
210	~~135~~	" "	Class "D" Concrete	22.00	~~21.00~~	~~2,835.00~~	4620.00
156,000	~~87,000~~	lbs.	Metal Reinforcement	.055	~~.055~~	~~4,785.00~~	8580.00
342	~~342~~	lin. ft.	Concrete Handrail	5.00	~~4.00~~	~~1,539.00~~	1710.00
			Subtotal, Structure			~~$17,279.00~~	30,580.00
			10% Engr. & Cont.			~~1,727.90~~	3058.00
			Total, Structure			~~$19,006.90~~	33,638.00

Length of Roadway	0.277	miles
" " Overcrossing Structure	0.030	"
Total Length	0.307	"

Cost per mile, Roadwork $66,825.99

NRM Funds Requested:

Roadwork- -	$18,510.80	
Overcrossing Structure- - - - - - - - - - - - - - - - - -	~~19,006.90~~	33638.00
Total- -	~~$37,517.70~~	52,138.80

141 E

October 4, 1934

Contract No. 1642 - P. H. Cochran - S. Approach to Coos Bay Bridge - Coos County.

Semi-final payment will be paid Oct, 13th of Surety does not object, amount is - - - - - - - - - - - - - -	$1,137.36
Retained percentage is - - - - - - - - - -	$1,262.10
Total - - - - - - - - - - - - - - -	$2,399.46

Am not sure about retained percentage as final has not been checked.

Form 338—5M—2-34 ✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 29, 1934

Section South Approach Coos Bay Bridge

Kind of work Grading

Highway Oregon Coast

Section prefix GPW 141-E

Contractor P.H. Cochran

Contract number 1642

Date of contract June 7, 1934

Date of completion Sept 26, 1934

Date work started June 15, 1934

Estimated date of completion Sept 26, 1934

Amount of contract . . . . . . $ 16828.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 16543.76

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering costs to date, $ 985.50, 5.8 %

Date project was completed ...., 193...

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor [illegible] repairing [illegible] and [illegible] Blocks from which material excavated and finished the grading, etc. on Tuesday Sept. [illegible]

[illegible] completing [illegible]

Mr. F. A. [illegible]

RECEIVED
OCT 1 - 1934
OFFICE C.E.
CONST[illegible]

Signed [illegible]

Address Coq[illegible] Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.21				
Miles partially completed	—				
Miles completed	0.21				
Total estimated quantities	37502				
Estimated quantities moved or placed to date	37502				
Average daily quantities	—				
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	5				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Coos COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					1	5
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers 1, Sheet-foot rollers ...., Truck. 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

141E

September 28, 1934

Mr. G. B. Eckles, Manager
U. S. Fidelity & Guaranty Company
1208 Porter Building
Portland, Oregon

Dear Sir:

We refer to your letter of September 24th requesting information relative to the P. H. Cochran contract for the grading of the South Approach to the Coos Bay Bridge in Coos County.

Mr. Cochran's statement to the effect that, as of September 20th, there was due him, in connection with the above mentioned work, a balance of $7,288.00, is approximately correct, our figures showing the amount to be $7,174.00. Of this amount, however, approximately $1,000.00 was for work remaining uncompleted on September 20th.

The work to be done under this contract was completed on September 26th, and on that same date a payment of $4,595.40 was made to Mr. Cochran, this amount being a part of the $7,174.00 mentioned above.

Mr. Cochran is a comparatively new contractor with us. His work so far has been entirely satisfactory.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

4-2-34

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

September 24, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

The Coos Bay Construction Company (O. J. Tofte and P. H. Cochran) is applying to me for a bid bond covering some State work that is to come up on October 1st and have rendered their financial statement dated September 20th in which they show that they have due from the State of Oregon $7,288.00. I will appreciate it very much if you will kindly advise me if this amount is approximately correct, and will you also advise me approximately how much state work they have yet to complete, if any, and if their services as contractors under your jurisdiction have been satisfactory.

If you prefer to give this information to me verbally, I will be very glad to pay for a telephone call.

Yours very truly,

GBE:W

Manager.

141E

September 27, 1934

Seeley & Co., General Agents
Board of Trade Building
Portland, Oregon

Attention Mr. C. Palmer, Underwriting Dept.

Gentlemen:

Reply is made to your letter of September 26 concerning the financial statement of Coos Bay Construction Company.

The State Highway Commission does not have a contract with the Coos Bay Construction Company but we presume the work you have in mind is that undertaken by P. H. Cochran, who we understand represents that Company, state highway contract No. 1642 for the construction of the approaches to the Coos Bay Bridge at North Bend.

Our retain percentage in connection with this job is in the sum of $1,262.10. Estimate No. 3 covering work for the current month ending September 15, 1934, amounted to $4,595.40. The warrant for this payment was mailed to the contractor on September 26. No doubt the contractor performed additional work subsequent to the last current payment but we have no way of determining the amount of such work. We cannot verify that it does or does not amount to enough to make up the full amount of $7,288.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

H. B. G.

The Coos Bay Construction Co. has no contract with us. However, P. H. Cochran who is the Coos Bay Construction Co. has Cont. #1642 - A. Approaches to the Coos Bay Bridge. The retained percentage on this contract is $1,262.10 and Est. #3, warrant which was mailed Sept, 26th was in amount $4,595.40. The total of the two amounts is $5,857.50 and not the amount stated in the letter.

J. McF.

n

Salem, Oregon

Gentlemen: RE: Coos Bay Construction Company
Portland, Oregon

Under date of September 20th, 1934 the above contractors gave us a financial statement on which was shown an item of $7,288.00 due from the State of Oregon for completed work. Will you please let us know if this item is correct.

We thank you for your co-operation in this matter

Very sincerely yours,

SEELEY & CO., General Agents

G. Palmer
Underwriting Dept.

GP:

[illegible]

CABLE ADDRESS "SEECO"

Seeley & Co.

INSURANCE

GENERAL AGENTS AND MANAGERS

SAN FRANCISCO, CALIF.
130 SANSOME ST.

LOS ANGELES, CALIF.
FIDELITY BLDG.

PORTLAND, ORE.
BOARD OF TRADE BLDG.

SEATTLE, WASH.
COLMAN BLDG.

ADDRESS ALL COMMUNICATIONS TO THE COMPANY

Portland, Oregon
Sept. 26, 1934

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen: RE: Coos Bay Construction Company
Portland, Oregon

Under date of September 20th, 1934 the above contractors gave us a financial statement on which was shown an item of $7,288.00 due from the State of Oregon for completed work. Will you please let us know if this item is correct.

We thank you for your co-operation in this matter

Very sincerely yours,

SEELEY & CO., General Agents

Underwriting Dept.

GP:

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. USPW Project NRM 141-B

POST OFFICE BUILDING
PORTLAND, OREGON

August 30, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered [redacted] project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Iron

Agr. 21900

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRM-141, Section E.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of July, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 11th day of July, 1933, a revised project statement, which was approved by the Secretary on the 10th day of August, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 22nd day of May, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighteen thousand, five hundred ten and 80/100 dollars ($18,510.80) as the share of the United States payable under said act on account of Section B of said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:
Sherman Avenue in the City of North Bend,
Between survey station 87+70 at the south end of the bridge to be constructed across Coos Bay and survey station 104+10 approximately 370 feet north of the Michigan Street intersection

, length 0.307 of a mile~~s~~, in Coos County, being Section E of Oregon U.S.Public Works project No. NRM-141, consisting of 0.307 of a mile~~s~~ of roadway and no bridge~~s, each~~ of more than 20 feet clear span, ~~[illegible] length~~ known locally as the South approach to Coos Bay bridge section of Oregon Coast Highway between official control points Hebo and Coos Bay.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **1** of said project shall not in any event exceed the sum of **eighteen thousand, five hundred ten and 80/100** dollars ($**18,510.80**), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ **is** ~~excess~~ the approved total estimated cost of Section **1** of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 18 day of August, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By P St J Wilson
Acting Chief, Bureau of Public Roads

8 3518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRM-141-E. State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 18,510.80 as the total estimated cost of said project, and the sum of $ 18,510.80 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 18 day of August one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

By
Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 1931 8—4829

August 14, 1934

Mr. E. E. Johnston
Resident Highway Engineer
Coquille, Oregon

Dear Sir:

We have your letter of August 11th, requesting permission for the contractor on the South Approach to the Coos Bay Bridge to employ shovel operators and shovel firemen on a 40-hour per week basis.

The Highway Department has no authority to grant such permission. The contract provides that if certain classes of skilled labor cannot be furnished by the National Reemployment Service in numbers sufficient to enable handling the work on a 30-hour basis, the contractor may then employ these classes of labor on a 40-hour basis. Before doing this, however, the contractor must obtain written acknowledgment from the Reemployment Service to the effect that the labor cannot be furnished on a 30-hour basis.

You will note that the above procedure does not call for an authorization of the 40-hour per week basis of employment by either the Highway Department or the National Reemployment Service.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:KR

cc R. A. Collier

3 34
MISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

REFERRED TO
By State Highway Engineer

Coquille, Ore.
Aug. 11, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

Dear Sir:

Request is hereby made to permit the following named men to work on a 40 hour per week basis on the South Approach to the Coos Bay Bridge, Contract No. 1642, P. H. Cochran, Contractor; Al Gunnell, Subcontractor on whose payroll these men are:

Al Gunnell,	Shovel Operator and Subcontractor.
Tony Monolis,	Shovel Operator.
T. L. Cochran,	Shovel Operator.
Julius Gunnell,	Steam Shovel Fireman.
Elmer Lund,	Steam Shovel Fireman.
Donald Swaggart,	Steam Shovel Fireman.

It is the contractor's intention to work three 5 hour shifts per day to give the entire crew 30 hours per week, but due to the occurrence of shut downs for repairs which the shovel operators make themselves and the necessary greasing, their 30 hours will be up before others of the crew get in their full time. The same thing applies to the steam shovel firemen as they must fire up for steam and pull the fires at the end of the days run, requiring about 4 hours per week.

In view of the fact that progress has been slow and the specified date of completion of the job is September 30, 1934, with 50 per cent. of the grading yet to be done, I recommend that this request be granted.

Respectfully yours,

E. E. Johnston
E. E. Johnston,
Resident Engineer.

cc; Mr. E. A. Collier.
Mr. Frank Armitage,
Eugene, Ore.

FORM S A-1 13749 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

1412

July 18, 1934.

JUL 19 1934
STATE HIGHWAY [illegible]

NOTED
State Highway Engineer

E. F. Johnston
Resident Engr.
Coquille, Oregon.

Dear Sir:

On the North Bend grading it will be advisable to check up on the slopes for the fill. It has frequently been found that fills placed in this manner have steeper side slopes than designed and unless check is made every four or five feet of height placed the contractor puts in too much material and constructs a fill with uneven slopes.

You should also check the contractor's excavation on the City lots to the end that they will be finished to a grade satisfactory to the City.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. G. Smith
EAC:AWF

July 14, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In your letter of July 13th concerning the South Approach to the proposed new bridge over Coos Bay (Project NRM 141-E), you request a letter indicating our intention with respect to the surfacing of this project and the construction of the overcrossing structure required at Station 101+10.

The overcrossing structure is a part of the present NRM program, and bids for its construction will be received as soon as authority is received from the State Public Utilities Commissioner, which authority will be forthcoming within the next few days.

Definite plans for the surfacing of the project have not yet been made, but we will arrange to have a suitable surfacing in place before the new bridge is completed. The completion of the bridge is expected about July 1, 1936.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST OFFICE BUILDING
PORTLAND, OREGON

July 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Enclosed, for signature and return to this office, are two copies of agreement for Oregon USPW Project Number NRM-141, Section E, -- South Approach, Coos Bay Bridge. Also enclosed for your file is one copy each of approved estimate and specifications.

It was originally intended to make the sections between stations 92+30 and 95+65 and between stations 100+90 and 101+30 exceptions from the project; however, the plans, specifications and estimate provide for Clearing and Grubbing within this section. In order to permit you to claim payment for such Clearing and Grubbing within the above limits, these sections are not now considered as exceptions. This increases the length of the project to 0.307 mile.

We have been requested to secure from you a letter expressing your intention with respect to the surfacing and also with respect to the overcrossing structure at station 101+10. } [illegible]

Very truly yours,

WH Lynch

W. H. LYNCH
District Engineer

June 27, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the South Approach, Coos Bay Bridge, Project No. NRM 141-E.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

JWN:GS

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 141-E

SOUTH APPROACH, COOS BAY BRIDGE

ON THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1934

All	Required	Clearing and Grubbing		$ 2,460.00
20	only	Falling Dangerous Trees	$ 20.00	400.00
38,000	cu. yds.	Embankment in Place	0.36	13,680.00
120	lin. ft.	18" Concrete Pipe	2.40	288.00
		Sub-total		$ 16,828.00
		10% Engr. & Cont.		1,682.80
		Total		$ 18,510.80

Roadway

Gross Length	0.281	mile
Sta. 92+30 to 95+65 (Exception)	0.063	"
Participating Portion	0.218	"
Overcrossing	0.026	"
Total Length of Project	0.307	"
Cost per mile, roadwork	$ 84,911.92	

National Recovery Municipal Funds Requested........................$ 18,510.80

State Funds for Construction: Chap. 175, Laws 1927: Chap. 31, Laws 1929: Chap. [illegible], Laws 1931
State Funds for Maintenance: Chap. 41, Laws 1927: Chap. [illegible], Laws 1931

June 18, 1934

Mr. P. H. Cochran
7433 N. Jersey
Portland, Oregon

Dear Sir:

Information has been received by this office from the State Industrial Accident Commission to the effect that its account with you was closed in 1924 and that workmen employed by you are no longer protected by state insurance.

The State Highway Commission recently awarded you a contract for the construction of south approach to Coos Bay Bridge on the Oregon Coast Highway in Coos County. In connection with this project, this Commission will expect you to accept the provisions of the Oregon Workmen's Compensation Act and to carry on your work in strict compliance with the provisions thereof.

Please give this matter your immediate attention and confer with the State Industrial Accident Commission with regards thereto.

Very truly yours,

Secretary

HBG:AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 7, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract as of this date for Oregon U. S. Public Works project No. NRM 141-E, South Approach Coos Bay Bridge, Oregon Coast Highway, to R. H. Cochran, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Fi.

June 1, 1934

Mr. W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of page number one of the special provisions for the South Approach to the Coos Bay Bridge, Project No. NRM 141-E, on which page a change has been made in the description of the clearing and grubbing work to be performed.

Please insert these revised sheets in the bid proposals sent to you previously.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FORM 8-A-1 13748 15M 8 34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

[illegible], [illegible]4.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: [illegible]

Dear Sir:

Special Provisions for South Approach
to Coos Bay Bridge

There may be a confusion in the minds of the contractors about clearing between [illegible] and between [illegible] work [illegible] [illegible] ced [illegible] plans. [illegible] ding [illegible] 95+65".

[illegible] I suggest [illegible] rt [illegible] ed [illegible] 190+80 [illegible]

[illegible]

[illegible]
[illegible] Engineer

cc. [illegible]
cc. [illegible]
[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 22, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S. Public Works project NRM 141-E, the south approach to the Coos Bay Bridge in North Bend, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Don

May 19, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the South Approach of the Coos Bay Brige, Project No. NRM 141-E.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 141-E

NORTH APPROACH, COOS BAY BRIDGE

ON THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, May 19, 1934

All Required		Clearing and Grubbing		$ 2,500.00
20	only	Falling Dangerous Trees	$ 10.00	200.00
38,000	cu. yds.	Embankment in Place	0.45	17,100.00
120	lin. ft.	18" Concrete Pipe	2.50	300.00
				$ 20,100.00
		10% Eng. & Cont.		2,010.00
		Total		$ 22,110.00

Roadway:

Gross Length	0.281 mile
Sta. 92+32 to 95+65 (Exception)	0.063 "
Participating Portion	0.218 "
Overcrossing	0.026
Total Length of Project	0.307
Cost per mile, roadwork	$ 101,422.01

National Recovery Municipal Funds Requested........................$ 22,110.00

CONTRACT #1644,

28-1101 Deschutes River-John Day River,
Guard Fence 1934

1644

January 18, 1935

Mr. S. J. Bischoff
Attorney at Law
Public Service Building
Portland, Oregon

Dear Sir:

As requested in your letter of January 17th, we are enclosing copies of those parts of the special provisions and specifications for the Deschutes River-John Day River guard fence construction project, which apply to the lumber to be furnished by the contractor.

If you will follow through, in order, the marked portions of Exhibits "A", "B", "C" and "D", you will have the complete specification for the lumber, except that it may not contain some of the minor and incidental details that appear in the "Standard Grading and Dressing Rules of the West Coast Lumbermen's Association, number 9, effective July 1, 1929," to which reference is made in Exhibit "C". We are unable to supply a copy of those grading and dressing rules, but a copy can be obtained, if desired, from the West Coast Lumbermen's Association office in Seattle. We believe, however, that all of the pertinent clauses from those rules appear in Exhibit "D".

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

S. J. BISCHOFF
ATTORNEY AT LAW
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

January 17, 1935.

State Highway Commission,
Salem, Oregon.

Dear Sirs:

Please send me a copy of the specification covering the lumber for guard rails on the Columbia Highway contract beyond The Dalles, starting in at the Deschutes River. We believe the contract was numbered 1644 and was with the Collins Concrete Pipe Company. The only portion that we want copies is the specification for the lumber for the guard rails. It need not be certified.

If there is any charge for this service and you will let me know the amount, I will forward you a remittance therefor.

Yours truly,

S J Bischoff

SJB:L

#1644

23GE

January 14, 1935

Mr. Carlton L. Pepper
Attorney at Law
U. S. National Bank Bldg.,
The Dalles, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of January 11 advising that the claim of the Tum-A-Lum Lumber Company against the Collins Concrete Pipe Company for materials furnished in connection with State Highway Contract No. 1644 covering guard fence construction on the Deschutes River-John Day River Section of the Columbia River Highway, has been paid in full.

We are today notifying the surety company of the settlement of this claim.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - U. S. Fidelity & Guaranty Co.,
G. B. Eckles, Manager
1112 Bedell Building
Portland, Oregon

Collins Concrete Pipe Co.,
Albina Ave. & River St.,
Portland, Oregon

CARLTON L. PEPPER
ATTORNEY-AT-LAW
404-5 U. S. NATIONAL BANK BLDG.
THE DALLES, OREGON

January 11th, 1935.

State Highway Commission,
Salem, Oregon.

Dear Sirs:

Re: Account - Tum-A-Lum
Lumber Co.,
Vs: Collins Concrete Pipe Co.

As counsel for the Tum-A Lum Lumber Company in this city I am writing to inform you that the portion of this account in dispute between Mr. Collins and the Tum-A-Lum Lumber Company has been adjusted and the account has been paid in full.

Although there seemed to be substantial merit on the part of Mr. Collins in his claim against the Lumber Company, yet he settled it on what appeared to me to be a very fair basis, and, as above indicated, the matter is settled in full.

Very truly yours,

CLP:MC
cc - Collins Concrete Pipe Co.

#1644

282E

January 7, 1935

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1644 for the construction of the guard fence and sight post on the Deschutes River-John Day River Section of the Columbia River Highway in Sherman County has been completed by the contractors, Collins Concrete Pipe Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 17, 1935.

The State has been advised of the claim of the Tum-A-Lum Lumber Company against this contract. The amount of the claim was not stated. You are advised that the State assumes no responsibility for this claim, or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $8,451.98 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

28GE

December 19, 1934

Collins Concrete Pipe Company
Albina Avenue and River Street
Portland, Oregon

Attention: J. J. Collins

Gentlemen:

Since discussing with you the matter of payment for placing washers on the head ends of the bolts used in the guard fence construction on the Deschutes River-John Day River Section of the Columbia River Highway, I have examined the plan for that work and find that it indicates quite clearly that washers are to be used under the heads. I have also learned that our resident engineer called attention to the washer requirement before any rails were put in place, and that the removal of bolts after the rails were placed was necessitated by the failure of your men to countersink the bolt heads and would have been required even though washers had been used when the bolts were first placed.

In view of these facts, it will be necessary for us to consider that payment for the furnishing and placing of the washers is included in the lineal foot price paid for the fence construction.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc H. G. Smith
K. D. Lytle
J. E. Peck

IRMAN, PORTLAND
WASHBURNE, EUGENE
B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

RECEIVED
DEC 1 1934
CONSTRU

December 15, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

The Collins Concrete Pipe Company has presented a bill for extra work in connection with their contract No. 1644, covering the cost of 1125 washers and the time necessary to place some of these washers where the bolts were first placed without washers. The washers referred to are ones that go on the head of the bolt that goes through the 3 x 8.

When the omission of the washers were first noticed by me the contractor had already placed a number of the bolts and when his attention was called to the lack of washers he protested that the plans did not call for a washer at this point. I contended that one was shown on the plans and insisted that it be put on the bolt. The contractor carried the matter up to Mr. Probert and Collins tells me that Mr. Probert told him that we would pay extra for the washers and if that agreement was made I will approve the claim, but it is my opinion that the washer is shown on the plans and Mr. Peck advises that he told the contractor to put them on when the bolts were first installed.

I do not think that the contractor would be entitled to any pay for the labor involved for the reason that these bolts would have had to be removed because the heads were not counter sunk as shown on the plan.

The only reason that there might be some controversy regarding the washers is due to the fact that those on the back of the posts were specifically pointed out while no written mention of the one in front was made on the plans.

Will you discuss this with Mr. Probert and advise me.

Very truly yours,

K. D. Lytle

K. D. Lytle,
Division Engineer.

kdl/e

R. H. BALDOCK

28 GE

December 11, 1934

Mr. S. Murray, Engineer
O.W.R. & N. Co.
Portland, Oregon

Dear Sir:

Responding to your recent complaint about the rolling of paint cans from the highway onto the railroad right of way, I find that this was done by the Collins Construction Company who were constructing guard fence, and not neither our maintenance or extra gang mainteance men have been guilty of suchaction. I have called the matter to the attention of our construction engineer, Mr. H. G. Smith with a request that he instruct the contractors on similar jobs on matters of this kind.

Very truly yours,

RHB:OG

State Highway Engineer.

SCOTT, CHAIRMAN, PORTLAND
RL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December
8th
1934

IN REPLY PLEASE
REFER TO FILE NO.
330

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith copy of a letter from W. S. Hodge relative to Mr. Murray's complaint regarding paint cans rolled down onto the railroad right-of-way.

This confirms my verbal opinion that the cans had been thrown over the embankment by the Collins guard fence contract employes.

Very respectfully,

J. N. Bishop
J. N. Bishop
Maintenance Engineer

JNB/er
encl.

SCOTT, CHAIRMAN, PORTLAND
RL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

The Dalles, Oregon
Dec. 6 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. Bishop

Dear Sir:

Reference is made to your letter of December 4th in regard to a complaint filed by The O. W. R. R. Company in regard to paint cans being thrown over the grade onto the R. R. track.

The paint can in question was rolled down over the grade about 3/4 of a mile East of The Sherman Highway Junction during the afternoon of November 22. This was done by some of Collin's men while painting the guard fence, a contract job. The can threw the signals and the railroad Superintendent happened to be at Biggs at the time.

Upon inquiry I obtained this information from the Railroad Agent at Biggs.

Collins' have finished their contract and have left.

Yours very truly,

W. S. Hodge,
Res. Maint. Engr.

cc: K. D. Lytle

December 3, 1934

Mr. J. N. Bishop
Office

Dear Sir:

Mr. S. Murray advises me that paint cans were thrown off the highway 1½ miles east of Biggs and were discovered on November 22, having torn out the rock fence wire and set the block signals.

I would appreciate your having a form letter which would be handed to each extra gang foreman working along the O.-W. R. R. & N. tracks prohibiting throwing any materials from the highway where there is a possibility of their falling down on the railroad tracks or hitting the signal fence. Please call this to the attention of Mr. Beakey at once.

Very truly yours,

State Highway Engineer

RHB:HI

FORM 3010

Standard
10-31-2,500

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

OPERATING DEPARTMENT

S. MURRAY,
CHIEF ENGINEER

28 GE

Cross File 2
103 1

PORTLAND, OREGON
December 1,1934

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir:

The paint cans were thrown off the highway 1½ miles east of Biggs and were discovered on November 22nd,having torn out the rock fence wire and set the block signals.

Yours truly,

S MURRAY

SHIP AND TRAVEL BY RAIL

#1644

2891E

December 4, 1934

Tum-A-Lum Lumber Company
The Dalles, Oregon

Attention: Mr. S. A. Skirving

Gentlemen:

Reference is made to your letter of November 27th regarding your claim against the Collins Concrete Pipe Company arising out of its contract with the State Highway Commission for the construction of guard fence along the Deschutes River—John Day River Section of the Columbia River Highway.

We offer to you for the protection of your claim the bond furnished by the Collins Concrete Company in connection with this project. This bond was written by United States Fidelity & Guaranty Company for whom G. B. Eckles, Porter Building, Portland, ~~are~~ local agent~~s~~.

It is noted that you were corresponding with the pipe company with regard to this matter. In the event that you do not secure satisfaction from the company I would then suggest that you communicate with the bonding company with regard thereto, and file notice of your claim withthe Secretary of State in conformance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeograph copy of which I am enclosing. No doubt you are familiar with this statute whichprovides that notices of claims shall be filed with the Secretary of State prior to expiration of a period of six months from the date of completion of the project. Our records show that the job was completed by the Collins Concrete Pipe Company on November 27, 1934.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:OG

TUM-A-LUM LUMBER COMPANY

THE DALLES, OREGON

RECEIVED
NOV 28 1934
STATE HIGHWAY COMMISSION
OREGON

Nov. 27, 1934

State Highway Commission,
Salem, Oregon.

Gentlemen:

It seems a little dispute has arisen over the settlement of our account covering the material supplied by us to the Collins Concrete Pipe Company in the form of guard-rails on the fence you have recently constructed on the Deschutes River-John Day River section of Columbia Highway. For such reason the account has not been paid and we are in this way giving you notice of the non-payment of this indebtedness.

The dispute seems to have arisen over the fact that some of the rails as delivered did not meet your specifications and were rejected, but such rails were placed on the fence by the Collins people before your inspector had an opportunity to make an inspection. As a result, the rails were destroyed and cannot be accepted by us for credit.

We are corresponding with the Collins Pipe Company with the hope that a settlement of this account may be reached, but until you receive further word from us, you may accept this letter as notice of the non-payment of this account.

It is our understanding that you will not make final settlement with Collins Pipe Company until our account is paid.

Yours truly,

Tum-A-Lum Lumber Co.,

By S A Skirving

SS:EB

CC to J.E.Peck.
The Dalles.

OREGON STATE HIGHWAY COMMISSION

Field Engineers Weekly Report, For Construction Projects Only

For Week Ending Dec 1,1934.

Section. Deschutes River-John Day River. Kind of work. Guard Fence

Highway. Columbia River Section Prefix. 28 G E

Contractor. Collins Concrete Pipe Co. Contract No. 1644

Date of Contract. June 7,1934. Date of Completion. Oct 31 1934.

Date work started. Aug 22 1934.

Amount of Contract $8497.62 Percent of time elapsed 100%

Engineering cost to date $ 687.00 Date Project was completed. Nov 27,1934.

This contract was completed on Tuesday November 27th.

RECEIVED
DEC 3 - 1934

Form 338—5M—2-34

OREG[illegible]TATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec 24, 1934

Section	[illegible]	*Kind of work*	[illegible] Fence
Highway	[illegible]	*Section prefix*	[illegible]
Contractor	[illegible]	*Contract number*	[illegible]
Date of contract	[illegible], 1934	*Date of completion*	[illegible], 1934
Date work started	[illegible], 193	*Estimated date of completion*	Nov 30, 1934
Amount of contract	$[illegible]	*Per cent of time elapsed*	[illegible] %

Estimated cost of completed project, exclusive of engineering . . . . $[illegible]

Per cent of contract completed, based on total contract price . . . . %

Engineering costs to date, $[illegible], %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible]

Signed

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFAC	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
	Guard Fence				
Miles in project	[illegible]				
Miles partially completed	[illegible]				
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1644

November 1, 1934

28JE

Collins Concrete Pipe Company
410 River Street
Portland, Oregon

Gentlemen:

We are in receipt of your letter of October 26, addressed to Mr. K. D. Lytle, our Division Engineer, wherein you request that the time limit specified in your contract for guard fence and sight post construction on the Deschutes River-John Day River Section of the Columbia River Highway in Sherman County be extended for thirty days.

Before we can submit your application to the State Highway Commission it will be necessary that you obtain the written consent of your surety, United States Fidelity & Guaranty Company, to the extension of the time limit and send it to us. When this is received we shall present your request to the Commission for action.

Very truly yours,

Secretary

AJ

cc Lytle

FORM 9-C-1 12982 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

October 13, 1934

39E

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

Attached is a price agreement covering the surplus guard fence and sight posts the Collins Concrete Pipe Company had on the Deschutes River-John Day River project.

Resident Maintenance Engineer Hodge can make good use of these posts in making repairs to damaged sections in the future.

Very truly yours,

K. D. Lytle,
Division Engineer.

By:
W. O. Widdows

wow/c

September 28, 1934

Mr. C. Laird McKenna
Labor Compliance Officer
407 Park Building
Portland, Oregon

Dear Sir:

To provide you with the information requested in your letter of September 24th, we are enclosing a list of the minimum wage rates applicable on the Collins Concrete Pipe Company contract for guard fence construction on the Deschutes River-John Day River Section of the Columbia River Highway. You will note that the minimum rate for truck drivers on trucks having capacities of three tons or more is 80 cents per hour as stated in your letter.

The certified payroll for the month of August shows no truck drivers or other skilled laborers employed. Neither does it list Sidney B. Smith as an employee. Mr. Smith may not have been employed until after September 1st, or he may have been considered an employee of the factory at which the posts were manufactured, which might be reasonable if he was engaged in delivering the posts from the factory to the job. Factory employees do not, of course, come under the employment provisions of the contract.

The work performed during August was post setting work and might reasonably have been performed without skilled labor. The September payroll, which will be in about October 5th, should show some skilled labor in the rail attachment and painting work.

Thinking that it may be of some use to you, we are sending herewith a set of the employment provisions which will apply on work now being placed under contract. You will note that these provisions provide for a different schedule of wage rates than applies on the Collins contract and other work contracted during the early part of the year.

Very truly yours,

State Highway Engineer

Encl.

NRA
MEMBER
U.S.
WE DO OUR PART

NATIONAL RECOVERY ADMINISTRATION
WASHINGTON, D.C.

407 Park Building
Portland, Oregon
September 24, 1934

IN REPLY REFER TO ____________

State Highway Commission
Salem, Oregon

Gentlemen:

We are in receipt of a complaint against the Collins Concrete Pipe Company of Portland, who had the contract to install the posts from the Deschutes River to the John Day River. We understand that this highway work was done by the State of Oregon and that a manual put out by the State of Oregon specifies a minimum hourly wage of 80¢ per hour for truck drivers operating equipment of more than three tons in capacity.

The NRA Code for the Construction Industry and the Trucking Industry specifies a wage considerably lower and it seems doubtful that there is a violation of any NRA Code. However, if the state wage is fixed at 80¢ per hour for operators of this type of equipment, perhaps the violation comes within your jurisdiction. The complainant's name in this instance is Sidney B. Smith, 7705 N. Mississippi Ave., Portland, Oregon.

Will you please advise us at your earliest convenience whether or not the 80¢ minimum wage is specified by the State, as it is information which will be valuable to us. We will also send you a copy of the complaint should you so direct, in the event this is a violation of any state regulation.

Very truly yours,

C. Laird McKenna
Labor Compliance Officer

JG:G

REFERRED TO
____
By State Highway Engineer

[illegible]

June 18, 1934

Collins Concrete Pipe Co.
Albina Avenue & River St.
Portland, Oregon

Gentlemen:

It is one of the requirements of the State Highway Commission that all successful bidders on its construction work accept the provisions of the Oregon Workmen's Compensation Act and carry on their work in strict compliance with the provisions thereof.

The State Highway Commission recently awarded you a contract for the construction of the Deschutes River-John Day River Guard Fence Project on the Columbia River Highway in Sherman County, being State Highway Contract No. 1644. This Commission will expect you to accept the provisions of the above-mentioned law so far as this work is concerned and carry on your work in strict compliance therewith.

We have just today received a communication from the State Industrial Accident Commission advising us that your firm has rejected the provisions of the Workmen's Compensation Act and your employes on this job will not be protected under the Act until your rejection has been recalled; it also advises that it will accept from you a recall of rejection limited to this project and has furnished us with a Notice of Withdrawal of Rejection form covering this particular project which will become effective five days after it has been received by that department.

We are enclosing this form herein and request that you sign it and mail it to the State Industrial Accident Commission at your early convenience so that the benefits of state insurance may be had by your employes while working on this particular project.

Very truly yours,

Secretary

HBG:AJ

282E

June 8, 1934

Collins Concrete Pipe Company
Albina Avenue and River Street
Portland, Oregon

Gentlemen:

For use in connection with the Deschutes River-John Day River Guard Fence and Sight Post project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Vogt Building, The Dalles, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

Encl.

cc Mr. K. D. Lytle

Mr. J. E. Peck

[illegible]

June 8, 1934

Collins Concrete Pipe Co.
Albina Avenue and River St.
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on June 7 for the construction of the Deschutes River-John Day River Guard Fence Project on the Columbia River Highway in Sherman County and has awarded to you the contract for such work at your bid price of $8,497.62 based on the use of concrete fence posts and concrete sight posts.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Probert

1644

CE

June 4, 1934

The Consolidated Railway Equipment Company
Foot of Knott Street
Portland, Oregon

Attention: Mr. C. Schmitt

Gentlemen:

In reply to your letter of June 2nd, relative to the Deschutes River-John Day River Guard Fence construction, this will advise that the wedge type cable end called for by the specifications is handled by the Columbia Steel Company in Portland.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

, *Manager*

PHONE WALNUT 7633

CONSOLIDATED RAILWAY EQUIPMENT CO.

MANUFACTURERS AND DEALERS

RAILROAD FROGS, SWITCHES, CROSSINGS, INDUSTRIAL TRACK WORK, CARS, EQUIPMENT AND SUPPLIES

RAILS AND ACCESSORIES, BOLTS, RODS, FORGINGS, STRUCTURAL STEEL, HEAVY REPAIRS

OFFICE AND SHOP, FOOT OF KNOTT STREET
PORTLAND, OREGON

June 2, 1934.

State Highway Dep't.
Salem, Ore.

Att'n Mr. W.H. Reeves

Gentlemen:-

Your specification for Guard Fence on the Deschutes River-John Day River Section calls for a special Wedge Type Cable End.

Can you advise who handles this specialty, or what the approximate cost of same is.

Yours very truly,

Wm. C. Schmitt

Wm. C. Schmitt

WCS/E

Tiege fittings
are handled by the
Columbia Steel Co.

Division Engineer's
Estimate of Cost
Deschutes River-John Day River Section
Columbia River Highway
May 12, 1934
Guard Fence Project

Cable Guard Fence	11,500 Lin. Ft.	@ $0.75	$8,625.00
Sight Posts	320 Each	@ 1.25	400.00
			$9,025.00

RECEIVED
MAY 14 1934
[illegible]

28GE

April 3, 1934

Mr. H. G. Smith
Construction Engineer
OFFICE

Dear Sir:

The Commission, at its last meeting, authorized construction as follows on the Deschutes River-John Day River Section of the Columbia River Highway:

11,824 lineal ft. of guard fence at 75¢	$8,868.00
440 sight posts in place at $1.00	440.00
TOTAL	$9,308.00

Yours very truly

HBG:MC

State Highway Engineer

FORM S-A-1 12831 10M 11-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

2865

OREGON STATE HIGHWAY COMMISSION

SALEM

March 8, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

Authority is requested to construct:-

11,824 lineal ft. of Guard Fence at	$0.75	$8,868.00
440 Sight Posts in place at	1.00	440.00
	Total	$9,308.00

on the Deschutes River-John Day River Section of the Columbia River Highway. This is to be contracted.

It is necessary to remove all fence during the reconstruction of this section and therefore it is very important to replace this fence. In many places the grade is on high bluffs along the railroad. Without doubt our original contract with the railroad called for construction of guard fence.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
K. D. Lytle

REFERRED TO
Glaisyer
State Highway Engineer

For Commission action.

CONTRACT#1645,

SEE:

CONTRACT#1466,

1945 [illegible] : Contract [illegible]

60

CONTRACT#1646,

NRS 237 Rock Cr. & Eagle Cr. Secs., 1934
Surfacing
1646

#16

225B

April 27, 1935

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1646 for the construction of the Rock Creek and Eagle Creek Section of the Woodburn-Sandy Secondary Highway in Clackamas County has been completed by the contractors, E. H. Itschner and E. L. Rigdon, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 7, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors will be $15,259.88 including the final payment. Of this amount $202.50 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

Ackd

No. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 26, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U. S. Public Works project No. NRS 237-A (1935), Eagle Creek Sec., Woodburn-Sandy Highway, was made by a representative of this office on March 18, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Form 338—5M—8-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 23, 1935

Section Rock Creek & Eagle Creek

Kind of work Surfacing

Highway Woodburn-Sandy Secondary

Section prefix 103PA NRS 225-B, 237.

Contractor Itschner & Rigdon

Contract number 1646

Date of contract October 1, 1934

Date of completion Dec. 31, 1934

Date work started October 8, 1934

Estimated date of completion ......, 193...

Amount of contract $14,555.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $15,259.88

Per cent of contract completed, based on total contract price ......%

Engineering costs to date, $1465.00, 9.60 %

Date project was completed Feb. 25th., 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monthly estimate was made up and submitted 3/18/35. Semi Final records now about complete will be submitted the first part of next week.

Corrected deed for the De Lapp property on the Brunk's Corner - West Salem Section has been made up and will be checked and submitted with options when returned.

Mars and Mc. Gee now on office computations and notes for setting corners and R/W posts on the Salem - Brooks Section 243D authority for survey for which was made Feb. 5th. 1935 and approved.

[illegible]. W. Allen, draftsman, on special work for Mr. Libby.

Signed

Address Salem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	[illegible]A[illegible]ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

225-B

March 8, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 5th in which comment is made that you had received advice from J. H. Neef concerning the dates of completion for Projects No. NRS 237 (1935) and NRS 235 (1935).

Please be advised that the project designations given in Mr. Neef's letter are incorrect and should be NRS 237 (1935) and NRS 225-B (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 5, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to letter of March 2, 1935, from J. H. Neely, Resident Construction Engineer, in which he advises this office that Oregon U. S. Public Works Project No. NRS 237 (1935) was completed on February 25th. He also states that Oregon U. S. Public Works Project NRS 235 (1935) was completed previous to the beginning of work on the other project. This office has no record of the dates of beginning and completion of work on NRS 235. Will you please advise us?

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

225B

February 21, 1935

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon

Attention: Mr. Fred C. Reed

Gentlemen:

Reply is made to your letter of February 20 regarding the Itschner and Rigdon Contract No. 1646 covering surfacing on the Rock Creek and Eagle Creek Sections of the Woodburn-Sandy Secondary Highway.

Investigation reveals that the contractors earned during the period from January 15 to February 15, 1934, the sum of $245.00, for which no estimate was prepared inasmuch as it is contrary to our policy to pay regular monthly estimates when they are less than $500.00. On January 15 there was due and payable to the contractor the current estimate amounting to $1,032.60, a warrant for which was sent to them on February 5. That may be the current payment they have in mind. The retained percentage on that date was $1,091.63.

I trust this is the information that you desire.

Yours very truly,

HBG:MC

Secretary

#1646
[illegible]

Feb, 21, 1935

H. B. G.

There evidently has been a misunderstanding in regard to this letter.

Between Jan, 15th and Feb, 15th the contractors only performed $245.00 in pay items so no estimate was prepared for Feb, 15th.

Their Est. #3 for work performed to Jan, 15th in amount $1,032.60 was mailed on Feb, 5th. The retained percentage is $1,091.63.

J. McFarland.

Gentlemen:

Re: Itschner & Rigdon.

We have a financial statement from the above contractors dated February 14th, 1935 in which they show a retained percentage of $1050 and current earned estimate of approximately $900 under Contract No. 1646, Woodburn Sandy Secondary Highway.

Will you kindly advise us if this is approximately correct.

Very truly yours,

BATES, LIVELY & PEARSON

FCR/J

By Fred Reed

#1646
[illegible]

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

February 20, 1935.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Itschner & Rigdon

We have a financial statement from the above contractors dated February 14th, 1935 in which they show a retained percentage of $1050 and current earned estimate of approximately $900 under Contract No. 1646, Woodburn Sandy Secondary Highway.

Will you kindly advise us if this is approximately correct.

Very truly yours,

BATES, LIVELY & PEARSON

FCR/J By Fred Reed

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 23, 1935.

Mr. R.H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are sending you under separate cover the approved plans for Oregon U.S. Public Works project No. NRS 225 - B (1935).

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. G. Caufield
Highway Engineer.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRS 237 (1935)

POST OFFICE BUILDING
PORTLAND, OREGON

Jan. 18, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered [illegible] project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Fvp. 23404

Form P. R. 2

State Oregon

U.S.Public Works Highway

Project No. NRS 237 (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of November, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.):

Whereas the Highway Department of said State submitted on the 24th day of August, 1934, a project statement, which was approved by the Secretary on the 14th day of September, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the United States District Engineer on the 12th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of five thousand, four hundred twenty eight and 50/100 dollars ($5,428.50) as the share of the United States payable under said act on account of ~~Section~~ ~~of~~ said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 274+00 in the SE 1/4 of Sec. 29, T 2 S, R 4 E, and survey station 335+50 in the NE 1/4 of Sec. 31, T 2 S, R 4 E,

, length 1.164 miles, in Clackamas County, being ~~Section~~ ~~of~~ Oregon U.S.Pub. Works Hwy. project No. NRS 237 / (1935), consisting of 1.164 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length.~~ known locally as the Eagle Creek section, Woodburn-Sandy Highway.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction o[redacted] of said project shall not in any event exceed the sum of **five thousand, four hundred twenty eight and 50/100** dollars ($ **5.428.50**), certified to the Secretary of the Treasury as above mentioned, which [redacted]

[redacted] is [redacted] the approved total estimated cost [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing

Chap. 41, Laws of 1927 and Chap. 248 Laws of 1931.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27th day of Dec., 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records ~~of~~ this Department as U.S.Public Works Hwy. Project No. NRS 237 (1935) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $5.428.50 as the total estimated cost of said project, and the sum of $5.428.50 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ ~~[illegible]~~ is said total estimated cost.

Done at the city of Washington, this 27th day of December one thousand nine hundred and thirty four

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4830

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRS 225-B (1935)

POST OFFICE BUILDING
PORTLAND, OREGON

January 11, 1935.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
/L. J. Caufield
Highway Engineer

Encls.

Jm

Agr. 23326

Form P. R. 2

State Oregon

U.S.Public Works Hwy Project No. NRS 225-B (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 12th day of November, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.):

Whereas the Highway Department of said State submitted on the 24th day of August, 1934, a revised project statement, which was approved by the Secretary on the 14th day of September, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 2 of said project which were recommended for approval by the United States District Engineer on the 12th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, five hundred eighty two and no/100 dollars ($________) as the share of the United States payable under said act on account of Section ______ of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 203+14 on the line between Sections 9 and 10, of T 5 S, R 1 E, about 40 ft. north of the 1/4 corner stone, and survey station 332+10 in the SE 1/4 of Sec. 7, of T 5 S, R 1 E, W.M, (excepting therefrom Rock Creek Bridge, Stations 313+28 to 314+20 and overflow bridge, stations 315+10 to 315+48).

, length 2.417 miles, in Clackamas County, being Section 3 of Oregon U.S.Pub. Works Hwy. project No. NRS 225 / (1935), consisting of 2.417 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~ known locally as the Woodburn-Sandy Highway, between official control points, Woodburn and Molalla).

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of ten thousand, five hundred eighty two and no/100 dollars ($10,582.00), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~[illegible]~~

~~[illegible]~~ is ~~[illegible]~~ the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. [illegible]
(Include reference to statute authorizing
Laws of 1931.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 26th day of Dec., 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S.Public Works Hwy** Project No. **NRS 225-B (1935)**, State of **Oregon.**

SECOND. That in accordance with said provisions I have approved the sum of $ **10,582.00** as the total estimated cost of said project, and the sum of $ **10,582.00** as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ **is** said total estimated cost.

Done at the city of Washington, this 26th day of December one thousand nine hundred and thirty-four

SECRETARY OF ~~AGRICULTURE~~,

By
Acting *Chief, Bureau of Public Roads.*

RECEIVED
PUBLIC ROADS
DIVISION OF DESIGN

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4839

January 2, 1935.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Reference is made to your letter of December 21st, concerning Oregon U. S. Public Works Highway Project NRS 237.

Attached is the laboratory report for the base course surfacing which you requested in the above letter. This base material is in full accordance with the specifications and is acceptable for use. The rutting which you mention was undoubtedly caused by the gravel borrow which was used to true up the subgrade. We anticipated some softness in the subgrade if we used ordinary soil in filling up the low spots, consequently we paid an additional price for a fair grade of gravel borrow and do not feel that your criticism is justified as it is unduly expensive to use base material for this purpose.

During the construction of gravel surfacing there usually is found a considerable amount of rutting until it has packed and the top is being held back until the solidification has taken place.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

16

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8 BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

December 11, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U. S. Public Works project No. NRS 225-B (1935) ______, was made by a representative of this office on November 24, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jm

FORM 401 P. 7-33 5M

#1646

225P

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon
ATWATER 9521

November 20, 1934

Oregon State Highway Commission,
Salem, Oregon

RE: Itschner & Rigdon
Estacada Account

Gentlemen:

We are advised that subject has been granted a contract for surfacing the Rock Creek section and 1½ miles of the Eagle Creek section of the Woodburn Sandy Secondary Highway. We expect to sell the account on a credit basis and would appreciate particulars on the bond.

For your convenience, we are attaching a questionnaire and a business reply envelope. Your cooperation in this connection will be greatly appreciated.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

PJO:M

October 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Rock Creek Section, Project No. 225-B (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Hwy.
Project NRS 225-B (1935)

ROCK CREEK SECTION OF THE

WOODBURN-SANDY HIGHWAY IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 18, 1934

50	cu. yds.	Trench Excavation	$1.50	$ 75.00
60	lin. ft.	18" Asphalt Treated Corrugated Iron Pipe	2.00	120.00
3,800	cu. yds.	Base Materials in Surfacing	1.50	5,700.00
2,000	" "	Top Materials in Surfacing	1.75	3,500.00
500	" "	Filler	0.30	150.00
500	yd. mi.	Hauling Filler	0.15	75.00
			Sub-total	$ 9,620.00
			10% Engr. & Cont.	962.00
			Total	$10,582.00

Length of Roadwork 2.417 miles
Cost per mile $4,378.15

NRS Funds Requested- $10,582.00

State Funds for Construction: Chap. 173, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

October 5, 1934

125 B

Itschner & Rigdon
Barlow, Oregon

Gentlemen:

For use in connection with the Rock Creek and Eagle Creek Surfacing project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Old Post Office Building, Portland, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc W. E. Chandler

ref

237

October 2, 1954

Itschner & Rigdon
Barlow
Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on October 1 for the construction of the Rock Creek and Eagle Creek Sections of the Woodburn-Sandy Secondary Highway in Clackamas County and has awarded to you the contract for such work at your bid price of $14,555.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works highway project NRS 237 (1935), the Eagle Creek section of the Woodburn-Sandy Highway, to Itschner & Rigdon, Barlow, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Fr

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works highway project NRS 225-B (1935), the Rock Creek section of the Woodburn-Sandy Highway, to Itschner & Rigdon, Barlow, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By J Caufield
L. J. Caufield
Highway Engineer

September 28, 1934

Mr. Ward B. Kerns
Eagle Creek, Oregon

Dear Sir:

Reply is made to your letter of September 15 regarding the improvement of the Eagle Creek-Sandy Section of the Woodburn-Mount Hood Loop Secondary Highway in Clackamas County.

I regret that reply has not been made to your communication sooner, however, I have been with the State Highway Commission on an inspection trip through Eastern Oregon and such reply necessarily has been delayed.

I am very glad you called this matter to my attention because you will be pleased to know the plans of the Commission for the improvement of this road. On Monday of next week the Commission is receiving bids for the surfacing of 3.6 miles of this highway, 2.4 miles of which is along what is known as the Rock Creek Section and 1.2 miles on the Eagle Creek Section extending northeasterly from Eagle Creek.

The Commission has set up in its budget for these improvements $15,000. We anticipate that satisfactory bids will be received for this work and the contracts awarded at once. If our plans materialize the contractor should commence construction of the projects a couple of weeks after the notification of the award.

I trust that the Commission's plans for this improvement meet with your approval and hope that the work when completed is satisfactory to you.

Very truly yours

State Highway Engineer

HBG:jn

Eagle Creek, Ore.
Sept. 15. 1934

State Highway Commission
Salem, Oregon.

Gentlemen:-

In the fall of 1933 a number of citizens of this vicinity, myself included, petitioned your honorable body for the gravelling of the new grade leading out of Eagle Creek towards Sandy. Your secretary acknowledged receipt of this petition and advised that he would place it before you.

Nearly a year has elapsed and as yet there is no gravel on the grade, nor have we had any word as to your intentions regarding it. This road was impassable last winter and spring and will be more so this winter. Please give us a bit of gravel so that the road may be used.

Information as to whether we may expect action on this will be greatly appreciated.

Respectfully
Ward B. Kerns.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

September 15, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

The Acting Chief of Bureau approved on September 14, 1934, the project statement for Oregon USPW Highway Project No. NRS 237 (1935), involving the improvement of 1.2 miles of road known as the Eagle Creek Section of the Woodburn-Mt. Hood Highway in Clackamas County.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Senior Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S. Public Works project NRS 237 (1935), the Eagle Creek section of the Woodburn-Sandy Highway, 1.164 miles of crushed gravel surfacing, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S. Public Works project NRS 225-B (1935), the Rock Creek section of the Woodburn-Sandy Highway, 2.417 miles of crushed gravel surfacing, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

September 1st, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the surfacing of the Rock Creek Section of the Woodburn-Sandy Highway, Project No. NRS 2$\overset{2}{3}$5-B (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project WRS 225-B (1935)

ROCK CREEK SECTION OF THE
WOODBURN-SANDY HIGHWAY IN CLACKAMAS COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, September 1, 1934

50	cu. yds.	Trench Excavation	$1.00	$ 50.00
60	lin. ft.	18" Asphalt Treated Corrugated Iron Pipe	2.00	120.00
3,800	cu. yds.	Base Materials in Surfacing	1.75	6,650.00
2,000	" "	Top " " "	1.75	3,500.00
500	" "	Filler	0.50	250.00
500	yd. mi.	Hauling Filler	0.15	75.00
		Sub-total		$10,645.00
		10% Engr. & Cont.		1,064.50
		Total		$11,709.50

Length of Roadwork	2.417 miles
Cost per mile	$4,844.64

WRS Funds Requested $11,709.50

August 28, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Eagle Creek Section of the Woodburn-Mt. Hood Highway in Clackamas County, to which has been assigned No. NRS 237 (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. NRS 237 (1935)
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY
NATIONAL RECOVERY HIGHWAY ACT
~~FEDERAL AID ROAD ACT~~
~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~
Approved June 16, 1933, and acts amendatory
thereof and supplementary thereto.

(Date) August 27, 1934

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved June 16, 1933 ~~July 11, 1916 (39 Stat., 355)~~, entitled "An Act to encourage National Industrial Recovery, to foster fair competition, and to provide for construction of certain useful public works," ~~provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,"~~ as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Eagle Creek Section, Woodburn-Mt. Hood Highway
2. Between ~~control points of official description~~ a point in SE¼, Sec. 29 T. 2 S., R. 4 E. and ~~and~~ a point in NE¼, Sec. 31, T. 2 S., R. 4 E.
3. Between intermediate control points if used: and

County of Clackamas

4. Length in miles (gross) 1.2 (net) 1.2
5. Preliminary estimate of cost: Total, $5,000; section of road to be first improved, $5,000,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State:
(Amount.)
Sufficient to insure completion: Chapter 175, laws 1917; Chapter 31, laws 1920; Chapter 248, laws 1930.
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—5072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following

sources: Current Income: Chapter 41, laws 1927; Chapter 248, laws 1930 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—Su.3

CONTRACT#1647,

SEE:

CONTRACT#1632,

16.7 C-F: Contract 1637 0

CONTRACT#1648,

SEE:

CONTRACT#1417,

3

Box 8 Air: Contract 1.17

CONTRACT #1648

[illegible] [illegible] 1935 [illegible] - Elsie Dec. 1935
#1628 Wolf Creek Highway

Form 338—5M—8-34

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 13th, 193 5

Section Necanicum-Elsie

Kind of work Regrading-surfacing

Highway Wolf Creek

Section prefix 4PX NRH 181 ABCD

Contractor Saxton & Looney

Contract number 1648

Date of contract October 1st, 193 4

Date of completion August 31st, 193 5

Date work started " 3rd, 193 4

Estimated date of completion ", 193

Amount of contract $ 63285.00

Per cent of time elapsed 58.2 %

Estimated cost of completed project, exclusive of engineering $ 63285.00

Per cent of contract completed, based on total contract price 20.2 %

Engineering costs to date, $ 509.78, 3.83 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Burning of trees blown in by storms last fall and winter lacks about one day of completion Cleared and grubbed slide area at sta 65 and cleared trees off the top of slopes where small slides have broken back.

Grade drying up and dry enough to work now.Contractor was going to blade the road from station 65 to 196 Friday.Old service road coming up to the grade at sta 65 has been fixed up by the contractor by putting rock in the ruts.Crushing outfit has not shown up yet.

Signed J.H.Scott

Address Nehalem,Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	NTENANCE ATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

CONTRACT#1649,

SEE:

CONTRACT#1417,

CONTRACT #1649,

NRH 181-D Ranger Station-Elsie, 1934
Grading

1649

181-D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

August 1, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon USPW project No. NRH 181-D (1935) for which the final voucher was recently submitted.

We note that although the project was shortened to 2.442 miles you have shown the quantity for "finishing roadbed and slopes" as 2.47 miles. Since disallowance of the additional finishing would not affect the amount to be paid we have forwarded the voucher with our recommendation for payment in the amount submitted, but we request that you explain the slight discrepancy in lengths.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

181-D

July 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the Ranger Station-Elsie Section, Project No. NRM 181-D (1935).

The original plans contemplated the end of the project at Station 603+60, this being a logical point, due to the balancing of the excavation quantities. Minor changes in alignment and grade, however, together with less than the anticipated shrinkage of the excavation materials, resulted in a balance in quantities being obtained at Station 599+00. Since the section between this point and Station 603+60 is in excavation and the materials could not be utilized on the project, it was decided to terminate the grading work at Station 599+00. Accordingly, it is our request to terminate the project at this point.

Since the clearing and grubbing was completed to Station 603+60, the amount claimed for the participating portion of this item has been determined by proration on the basis of the following lengths:

Constructed Length of Project	2.442	miles
Length, Sta. 599+00 to 603+60	.087	"
Total	2.529	"

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 14, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon USPW Project NRH 181-D (1935), Ranger Station-Elsie Section, Wolf Creek Highway, Clatsop County, was made by a representative of this office on October 11, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

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Baldock

181-II

COST DATA FINAL REPORT

Oct. 7, 1935.

Wolfe Creek Highway, Ranger Station-Elsie Section, Grading Contract #1649
Prefix 4-1009, Old Prefix 4 PA
Fred Slate, Contractor,
Carl A. Peterson, Resident Engineer

NOTED
State Highway Engineer

ITEM	TOTAL COST	QUANTITY	UNIT COST	UNIT BID	GROSS EARNED
Clear and Grub	$ 12,589.49	All			$16,800.00
Fell Danger Trees	139.50	150 Dia.Ft.	$ 0.93	$ 1.50	225.00
Trench Excavation	1,445.56	1,770.4 C.Y.	0.82	1.00	1,770.40
Common Excavation	27,762.53	216,818.7 C.Y.	0.128	0.25	54,204.68
Overhaul	5,684.04	284,202 Yd.Sta.	0.02	0.02	5,684.04
Truck Haul	6,730.87	29,915 Yd. Mi.	0.225	0.25	7,478.75
Finish Roadbed & Slopes	677.78	2.47 Miles	274.40	200.00	494.00
Class "A" Concrete	5,831.75	233.65 C.Y.	24.95	25.00	5,841.25
Metal Reinforcing	1,833.11	27,878 Lbs.	0.066	0.06	1,672.68
Rock Backfill in Drains	169.60	180 C. Y.	0.94	2.00	360.00
6" Drain Tile	594.00	1,800 Lin. Ft.	0.33	0.40	720.00
12" Corr. Iron Pipe	219.43	154 " "	1.42	1.50	231.00
18" Concrete Pipe	758.88	408 " "	1.86	2.00	816.00
18" Corr. Iron Pipe	742.10	410 ", "	1.81	2.00	820.00
24" Concrete Pipe	115.52	39 " "	2.96	3.00	117.00
24" Corr. Iron Pipe	169.80	60 " "	2.83	3.00	180.00
36" Concrete Pipe	433.60	84 " "	5.16	6.00	504.00
42" Concrete Pipe	541.15	87 " "	6.22	7.00	609.00
42" Xtra Strength Cor. Pipe	2,082.20	300 " "	6.94	7.50	2,250.00
Lumber in Place	139.16	5.741 M.Ft.	24.23	25.00	143.53
Force Order Test Pits	174.22	All			182.94
Mess House	2,817.66	All			2,299.20
	71,651.95				103,403.47

Gross Earnings	$ 103,403.47
Total Cost	71,651.95
Net Profit	$ 31,751.52

Net Profit Equals 30.7% of Gross Earnings.

Oct. 7th, 1935.

Wolfe Creek Highway, Ranger Station-Elsie Section
Grading Contract #1649, Prefix 4-1001

Details of Cost

Labor:					
Labor				$ 26,861.86	
Supervision Includes Superintendent & Timekeeper				2,152.66	
Supervision Fred Slate, 10 mos. at $200.00 Part Time				2,000.00	
State Industrial Accident Insurance				1,458.58	
					$ 32,473.10
Materials:					
Reinforcing Steel	26,657½	at	$ 0.0413	$ 1,100.95	
Sand(F.O.B.Astoria)	147	C. Y.	1.50	220.50	
Cement (At Astoria)	373	Bbls. (Net)	2.60	969.80	
Mineral Aggregate(Rental of Crusher Only)	266	C. Y.	0.50	133.00	
6" Drain Tile	1,800	Lin. Ft. at	.11	198.00	
12" Corr. Iron Pipe	154	Lin. Ft. "	0.92	141.68	
12" Corr. Iron Bands	7	Only	1.16	8.12	
18" Concrete Pipe	408	Lin. Ft.	1.35	550.80	
18" Corr. Iron Pipe	410	Lin. Ft.	1.32	541.20	
18" Corr. Iron Bands	21	Only	1.97	41.70	
24" Concrete Pipe	39	Lin. Ft.	1.85	72.15	
24" Corr. Iron Pipe	60	Lin. Ft.	2.08	124.80	
24" Corr. Iron Bands	2	Only	2.45	4.90	
36" Concrete Pipe	84	Lin. Ft.	4.15	348.60	
42" Concrete Pipe	87	Lin. Ft.	4.95	430.65	
42" Xtra Str.Cor.Iron Pipe	300	Lin. Ft.	5.72	1,716.00	
42" " " Bands	15	Only	5.44	81.60	
Lumber to Place under Cul.				86.11	
Copper Water Stopping	1,220½#		0.15	183.07	
					$ 6,953.63
Equipment Rental, Supplies & Misc.					
Equipment Rental				$ 16,003.00	
Gas, Oil and Grease				5,193.52	
Explosives (For Clearing & Grubbing Only)				1,781.75	
Small Tools, Supplies, and Misc.				$ 1,286.24	
Form Lumber and Nails				305.15	
Lumber & Supplies for Camp				825.14	
Mess House Supplies				1,822.65	
Hired Trucks				3,760.26	
Bond 1% of Gross Revenue				1,010.68	
Commissary Supplies				24.54	
Freight and Cartage				212.29	
					$32,225.22
				GRAND TOTAL	$71,651.95

REMARKS:-

This job consisting of 2.47 miles of clearing, culverts and grading was bid Oct. 1, 1934. Work commenced Oct. 2nd, and was completed July 22nd, 1935.

Clearing and Work on pipe and box culvert was carried on thru out the winter with exception of short periods when weather was extremely bad. The rain, snow and mud increased cost.

About 34 acres was cleared and 10½ acres was grubbed for a cost of $12,531.10. An average of $368.27 per acre. About 15 acres was heavy clearing - 10 acres was brush and light clearing and 9 acres was thru open fields and an old roadway. About 7½ acres of the heavy clearing area and 3 acres of the light clearing area were grubbed. Good progress was made considering the weather conditions. The clearing was done almost entirely by hand labor methods. A portable gas electric generator and electric drills were used to drill the large logs. The logs were then split with explosives.

A slide which made it necessary to rebuild forms and remove and replace steel in box culvert station 571+50, along with high cost of material and bad weather increased cost of Class A concrete and reinforcing Steel.

About 80% of the excavation was done with 3-75 H.P. Diesel cats and 1-60 H.P. Gas Cat equipped with slate rear end bulldozers. Three seven hour shifts per day made excellent progress from April 15 to completion of job as the material in heavy cuts, short haul and down grade was ideal for this class of equipment. About 60,000 cu. yds. was excavated during the Fall and winter months. The contractor took advantage of all good weather during fall and winter and by selecting cuts least affected by rain made fair progress.

About 20% of the excavation was done with a 1¼ Cu. Yd. shovel and five 3½ ton trucks. Two seven hour shifts per day made good progress. About 10,000 Cu. Yds. of tough blue clay encountered at Sta. 580 to 585 slowed up production and increased cost. A slide condition where this material was deposited at Station 568+50 plugged a box culvert causing the installation of an additional 42 inch culvert pipe and some additional expense to the contractor.

The contractor's equipment was at one end of this job, as he had just completed a previous job on this highway, which saved approximately $2000 of move in cost. Effective equipment, good management, experienced workmen, and good weather after April 15, were factors which contributed to low cost and large profit.

F. H. CL[illegible],
Cost Analyst,

By
Ross C. [illegible]iles.

#1649

18LB

September 18, 1935.

Great American Indemnity Company
Harvey Wells Insurance Agency, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1649, for the construction of the Ranger Station-Elsie Section of the Wolf Creek Highway in Clatsop County has been completed by the contractor, Fred H. Slate, for work done under this contract, on or about September 28, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $101,104.27, including the final payment. Of this amount $182.94 was force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

[illegible]-1 10162 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

August 8, 1935.

IN REPLY PLEASE
REFER TO FILE NO.
4 PA

Mr. H. G. Smith,
Construction Engineer,
Office.

Dear Sir:

I am handing to Mr. J. W. McCallister this date the following data supporting the final estimate on the Ranger Station-Elsie Section of the Wolf Creek Highway:

1 Profile
1 Plan of 42" Culvert at Station 572
1 Mass Diagram
4 Books Platted Cross Sections
1 Transit Notes
1 Level Notes
1 Original Cross Section Notes
1 Remeasurement Notes
1 Culverts and Drain Ditches
1 Rock Book
1 Monthly Progress Report

There is attached hereto a tabulation giving the reasons for overrun and underrun of quantities in excess of 10 per cent of the preliminary estimate. Four copies of the semi-final estimate and three copies of the quantity summary sheet are being transmitted to S. H. Probert.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
S. H. Probert
J. W. Nash
J. W. McCallister

REASON FOR OVERRUN AND UNDERRUN OF ESTIMATE

ITEM	UNIT	Total Prelim Estimate	Total Final Estimate	REASONS
Clearing and Grubbing	All	All	All	OK
Felling Danger Trees	Dia. Ft.	150	150	OK
Trench Excavation	Cu. Yds.	800	1,770.4	Necessary to dig deeper for foundations
Common Excavation	" "	140,000	217,099.6	Big slides after roadbed finished
Solid Rock Excavation	" "	57,000	None	No rock on this section
Overhaul	Yd. Sta.	277,000	284,202	OK
Truck Haul	Yd. Mi.	31,000	29,915	OK
Finishing Roadbed & Slopes	Mile	2.53	2.4686	Graded to 600+40 on account of revision ahead
6" Porous Drain Tile	Lin. Ft.	1,000	1,800	Wet cuts had to be tiled
12" Corrugated Iron Pipe	" "	200	154	2 road approaches did not need pipes
18" Concrete Pipe	" "	400	408	OK
18" Corrugated Iron Pipe	" "	300	410	1 culvert omitted on estimate
24" Concrete Pipe	" "	90	39	Length shortened
24" Corrugated Iron Pipe	" "	40	60	Pipe shifted to 382+00
36" Concrete Pipe	" "	90	84	OK
42" Concrete Pipe	" "	90	87	OK
42" Extra Str. Corr. Iron Pipe	" "	130	300	200 ft. Placed through fill at 572+00
Rock backfill for Drains	Cu. Yds.	100	180	Extra tile to backfill
Class "A" Concrete	" "	255	233.27	OK
Metal Reinforcement	Lb.	35,000	26,274	OK
Force Account			182.50	Labor to sink shafts to find slip plane at 571+65

Form 338—5M—8-34

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
JUL [illegible] 1935
DIVISION ENGINEER

For Week Ending [illegible], 1935

Section	[illegible]	Kind of work	[illegible]
Highway	[illegible]	Section prefix	[illegible]
Contractor	Fred [illegible]	Contract number	[illegible]
Date of contract	Oct. [illegible], 193[illegible]	Date of completion	June 30, 1935
Date work started	Oct. [illegible], 193[illegible]	Estimated date of completion	[illegible], 1935
Amount of contract	$[illegible]	Per cent of time elapsed	[illegible]%

Estimated cost of completed project, exclusive of engineering $[illegible]

Per cent of contract completed, based on total contract price [illegible]%

Engineering costs to date, $[illegible], [illegible]%

Date project was completed [illegible], 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible]

[illegible]

Signed [illegible]

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.53				
Miles partially completed					
Miles completed	[illegible]				
Total estimated quantities	[illegible]				
Estimated quantities moved or placed to date	[illegible]				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	[illegible]				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

[illegible]	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men						1	[illegible]
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

[illegible]
181-D

OREGON STATE HIGHWAY COMMISSION

COST ANALYSIS

WOLF CREEK HIGHWAY . . . . RANGER STATION-ELSIE SEC.

GRADING

Fred Slate Contractor

Contract 1649 Carl A. Peterson, Resident Engineer. Prefix 4 PA

Item	Total Cost	Quantity		Unit Cost	Unit Bid	Gross Earnings
Clearing and Grubbing	$ 12,305.56	99%		$ - -	$ - -	$ 16,632.00
Felling Dangerous Trees	207.48	150	Lin.Ft.	1.38	1.50	225.00
Trench Excavation	897.30	997	C.Yd.	0.90	1.00	997.00
Common Excavation	27,128.60	181,000	C.Yd.	0.15	0.25	45,250.00
Overhaul	5,094.60	254,730	Yd.Sta.	0.02	0.02	5,094.60
Truck Haul	4,939.96	21,860	Yd.Mi.	0.225	0.25	5,465.00
Class "A" Concrete	6,193.65	233.30	C.Yd.	26.55	25.00	5,832.50
Metal Reinforcement	1,675.35	26,274	Lbs.	0.0637	0.06	1,576.44
18" Concrete Pipe	580.32	312	Lin.Ft.	1.86	2.00	624.00
18" Corr. Iron Pipe	742.10	410	" "	1.81	2.00	820.00
24"Corr.Iron Pipe	169.80	60	" "	2.83	3.00	180.00
36" Concrete Pipe	433.60	84	" "	5.16	6.00	504.00
42" Concrete Pipe	541.15	87	" "	6.22	7.00	609.00
42" Extra Str.Corr.Iron Pipe	639.76	88	"	7.27	7.50	660.00
Lumber in Place MFBM	139.16	5.741	MBM	24.23	25.00	143.53
						$ 84,613.07
Cook House	$ 2,487.60					
Commissary	28.62					1,798.55
	64,204.61					10.51
						$ 86,422.13

Gross Earnings	$86,422.13
Total Cost	64,204.61
Net Profit	$22,217.52

Net Profit equals 25.7% of Gross Earnings

Labor:

Labor	$ 22,251.41	
Supervision	3,448.00	
Supervision (Fred Slate 8½ Mo. at $200.00 per Mo.)	1,700.00	
State Ind. Accident Insurance (Rate 5%)	1,286.77	
		$ 28,686.18

Material:

Reinforcing Steel	26,274 Lbs. at	$0.0413	$ 1,085.11	
Cement at Astoria	373 Bbls. "	2.60	969.80	
Sand at Astoria	147 Cu.Yds."	1.50	220.50	
Mineral Aggregate	266 " " "	.50	133.00	

(Crushed by Clatsop County for $.50 per Cu.Yd. Cost of Quarrying rock and truck haul included in labor,.Truck Rental, Supplies & Miscl.)

Lumber (For Culvert 5.741 MBM $15.00			86.11	
18" Concrete Pipe	312 Lin. Ft. at	$1.35	421.20	
18" Corrugated Iron Pipe	410 " " "	1.32	541.20	
18" " " Bands	11 Only "	1.97	21.67	
24" Corrugated Iron Pipe	60 Lin.Ft. "	2.08	124.80	
24" " " Bands	2 Only "	2.45	4.90	
36" Concrete Pipe	84 Lin. Ft. "	4.15	348.60	
42" Concrete Pipe	87 " " "	4.95	430.65	
42" Extra Str.Corrugated Iron Pipe	88 " " "	5.72	503.36	
42" Extra Str.Corrugated Iron Bands	3 only "	5.44	16.32	
Water Stopping			41.15	
				$ 4,948.37

Equipment Rentals, Supplies and Misc.

Equipment Rental	$14,214.50	
Gas, Oil and Greese	6,996.05	
Explosives	1,551.75	
Small Tools,Supplies and Misc.	2,263.19	
Form Lumber and Nails	305.15	
Lumber & Supplies for Camp 85%	676.60	
Mess House Supplies	1,289.74	
Hired Trucks	2,217.75	
Bond 1% of Gross Revenue	846.13	
Commissary Supplies	24.52	
Freight and Cartage	184.68	
		$30,570.06

Grand Total Cost	$64,204.61

Remarks:

This job was started Oct. 2, 1934 and is now about 85% complete. Clearing, work on box culverts and excavation in cuts least effected by rain were carried on throughout the winter with the exception of a short time when weather was extremely bad. Approximately 75% of clearing, 100% of culverts and 20% of excavation was done during winter weather which slowed progress and increased cost.

Rain, mud, a slide causing rebuilding of forms and replacing of struts in culvert at Sta. 571/50, and high cost materials contributed to high cost of Class "A" concrete, and reinforcing steel.

Most of excavation has been ideal work for cats and bull dozers, consisting of heavy cuts, short distances with much down grade haul. Tough blue Clay encountered at Sta. 580 to Sta. 585 caused slow work for 1¼ Cu.Yd. Lorain shovel and trucks. A slide condition where this tough material was deposited from Sta. 568/50 caused additional expense as well as closed a box culvert.

Good equipment, experienced workmen good management and good weather have contributed to low costs since March 1st.

Equipment on job consisted of 3-75 diesel cats and 1-60 gas cat. All equipped with rear end slate bull dozers, 1-1¼ Lorain gas shovel. 4-4 Cu.Yd. International Trucks, 1-International tank service truck,1-Dodge flat bed truck, 1- Chev. Pick up, 1 - electric drill, 1 - Portable light plant. 1 - Set camp buildings.

E. H. CLYMER
Cost Analyst

By

Ross C. Miles

June 22, 1935

MR PH [illegible]

181-D

COST ANALYSIS TO FEBRUARY 15, 1935.

Wolf Creek Highway, Ranger Station-Elsie Section, Grading, Contract 1649,
Prefix 4 PA

Fred Slate, Contractor
Carl A. Peterson, Resident Engineer.

	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$10,463.81	75 per cent			$12,600.00
Trench Excavation	742.33	827 cu. yds.	$0.90	$1.00	827.00
Common Excavation	6,176.17	31,000 cu. yds.	0.199	0.25	7,750.00
Overhaul	400.00	20,000 yd. stas.	0.02	0.02	400.00
Class "A" Concrete	6,193.65	232 cu. yds.	26.70	25.00	5,800.00
Metal Reinforcing	1,675.35	26,276 lbs.	0.064	0.06	1,576.20
18" Concrete Pipe	111.60	60 lin. ft.	1.86	2.00	120.00
18" Corrugated Iron Pipe	492.35	272 lin. ft.	1.81	2.00	544.00
36" Concrete Pipe	433.60	84 lin. ft.	5.16	6.00	504.00
42" Concrete Pipe	541.15	87 lin. ft.	6.22	7.00	609.00
42" Corrugated Iron Pipe, Extra Str.	639.76	88 lin. ft.	7.27	7.50	660.00
					$31,390.20
Cookhouse	1,516.09				1,030.90
Commissary	24.52				10.55
	$29,410.38				$32,431.65

Gross Revenue	$32,431.65
Total Cost	29,410.38
Net Profit	$ 3,021.27

Net Profit Equals 10.3 per cent of Cost.

COST ANALYSIS TO FEBRUARY 15, 1935

Wolf Creek Highway, Ranger Station-Elsie Section, Grading, Contract 1649,
Prefix 4 PA

Labor					
Labor				$11,825.95	$
Supervision				1,985.50	
Supervision (Fred Slate, Part Time, 4 months at $200.00)				800.00	
State Industrial Accident Commission				716.60	
					15,328.05
Material					
Reinforcing Steel	26,270	lbs. at	$ 4.13	1,084.96	
Cement at Astoria	373	bbls. (net)	2.60	969.80	
Sand at Astoria	147	cu. yd.	1.50	220.50	
Mineral Aggregate	266	" "	0.50	133.00	
(Crushed by Clatsop County for 50 cents per cu. yd. Cost of quarrying rock and truck haul included in labor, truck rental, supplies and miscellaneous)					
18" Concrete Pipe	60	lin. ft.	1.35	81.00	
36" " "	84	" "	4.15	348.60	
42" " "	87	" "	4.95	430.65	
18" Corrugated Iron Pipe	272	" "	1.32	359.04	
18" " " " Bands	7		1.97	13.79	
42" " " " X-Str.	88	" "	5.72	503.36	
42" " " " Bands	3		5.44	16.32	
Water Stopping				41.15	
					4,202.17
Equipment Rental, Supplies and Miscellaneous					
Equipment Rental				3,566.00	
Gas, Oil and Grease				1,561.50	
Explosives				1,494.75	
Small Tools, Supplies and Miscellaneous				1,106.79	
Form Lumber and Nails				305.15	
Lumber and Supplies for Camp (33% chargeable)				255.80	
Mess House Supplies				798.48	
Hired Trucks				430.60	
Bond, 1 % of Gross Revenue				313.90	
Commissary Supplies				24.52	
Freight and Cartage				22.67	
					9,880.16
Cost Grand Total					$29,410.38

COST ANALYSIS TO FEBRUARY 15, 1935

Wolf Creek Highway, Ranger Station-Elsie Section, Grading, Contract 1649, Prefix 4 PA

Remarks:

This job was started October 2, 1934, and to February 15 was about 33 per cent complete. Rain and snow have slowed up progress and increased cost. Clearing and work on box culverts have been carried on all winter except for short durations when weather was extremely bad.

About 20 per cent of the common excavation has been moved. The contractor has taken advantage of all the good weather during the fall and winter and by selecting cuts least affected by the rains, made fair progress when able to operate. The excavation was done with two 75 Diesel Cats and one 60 gas Cat equipped with Slate rear end Bulldosers operating three 7-hour shifts per day when weather would permit.

The sand and cement for box culverts were hauled from Astoria a distance of 40 miles. The sand cost about $4.50 per cubic yard delivered on job. The crushed rock used for box culverts was hauled from the Clatsop County crusher north of Jewell, a distance of 14 miles. Cost delivered on job was about $2.75 per cubic yard. The high cost of material, rain mud and a slide at Station 571+65, which made it necessary to remove forms and part of steel, place a plank mattress on floor of trench, rebuild forms and replace steel, increased the cost of Class "A" concrete and reinforcing steel.

The contractor had the previous job on Wolf Creek and had the equipment for this job, which saved the cost of moving in. Also men trained on the previous job are now on this job, which increases efficiency.

Better progress will be made when weather improves, which will increase the profit.

E. H. Clymer.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. NRH 161-D (1935)

Jan. 18, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

Ayp 2 3446

Form P. R. 2

State Oregon

U. S. Public Works Highway

Project No. NRH 181, Section D
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of November, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.);

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 12th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred thirteen thousand, seven hundred seventy and 80/100 dollars ($113,770.80) as the share of the United States payable under said act on account of Section D of said project, which ~~does not exceed the authorized Federal proportion of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

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FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 470+00 at the east end of Section B of said project in the S.E.1/4 of Sec. 25, T. 5 N., R. 8 W., and survey station 603+60 in the S.E.1/4 of Sec. 32, T. 5 N., R. 7 W., W.M.,

, length 2.530 miles, in Clatsop County, being Section D of Oregon U.S.Pub.Wks.Hwy. project No. NRH 181/(1935), consisting of 2.530 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length.~~ locally as the Ranger Station - Elsie section of the Wolf Creek Highway, between official control points Federal Aid Road at Portland, and Federal Aid Road at Necanicum.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of one hundred thirteen thousand, seven hundred seventy and 80/100 dollars ($ 113,770.80), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~),~~ the approved total estimated cost of Section D of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6th day of Jany, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub.Wks.Hwy. Project No. NRH 161-D (1935), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 113,770.80 as the total estimated cost of said project, and the sum of $ 113,770.80 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 8th day of January one thousand nine hundred and thirty-five

Secretary of Agriculture
~~Secretary of Agriculture~~

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 1931 8—4829

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 20, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Oregon USPW Project No. NRH 181-D (1935)

Project agreement, in duplicate, for the above was received today duly signed; however, the date of signature on one copy is "November 28, 1934" and on the other "November 24, 1934". These documents are returned to you herewith for correction. After the dates agree, will you kindly return here for handling.

Very truly yours,

W. H. LYNCH
District Engineer

By

~~[illegible]~~
~~Sr.~~ Highway Engineer.

Encls.

FORM 5-A-1 12743 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

November 8, 1934

Mr. Fred H. Slate,
Contractor,
Multnomah, Ore.

Dear Sir:

Complaint has been made that overloaded trucks hauling material to your contract on the Ranger Station-Elsie Section of the Wolf Creek Highway have damaged the bridges on the County road between Jewell and Elsie.

It is necessary that loads be kept down to whatever limit is necessary to avoid excessive damage to structures along the highways and county roads. Please investigate this complaint and take whatever steps are necessary to avoid criticism of over stressing structures.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H.

CC to
Judge Guy V. Boyington,
Astoria, Ore.
R. H. Baldock, ✓
W. E. Chandler
F. D. Eason

FORM S-A-1 13743 16M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 8, 1934.

IN REPLY PLEASE REFER TO FILE NO.

~~Hon. Guy V. Boyington,~~
~~County Judge,~~
~~Astoria, Ore.~~

Dear Sir:

In reply to your complaint that the contractor on the Ranger Station-Elsie Section of the Wolf Creek Highway has been hauling excessive loads and has damaged the bridges on the road between Jewell and Elsie, I will state that since this damage was on a county road and not on a State Highway that it would seem that your court would have jurisdiction rather than the Highway Commission. However I have written the contractor that we expect him to limit his loads according to the roads he is using, a copy of which letter is attached.

I would suggest that if load limit signs are not already posted on the bridges along this road that you post such signs. You will then be in a position to prosecute any person overloading such structures.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H.

CC to
R. H. Baldock ✓
W. E. Chandler
F. D. Eason

October 30, 1934

Union Oil Company of California
6th Floor Yeon Building
Portland, Oregon

1810

Gentlemen:

Reply is made to your letter of the 26th inst. requesting information concerning the contract between the State Highway Commission and Leonard & Slate. We presume that you have in mind the Commission's contract with Fred H. Slate for the grading of Ranger Station-Elsie section of the Wolf Creek Highway in Clatsop County.

This is State Highway contract No. 1649, awarded on October 1st, and consists of 2.53 miles of grading work. The bond furnished by Mr. Slate was written by the Great American Indemnity Company for whom Harvey Wells is local agent with offices in the Failing Building, Portland. The bond is in the amount of $94,181.00. The date specified in the contract for the completion of this job is July 31, 1935.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RWB

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

October 26, 1934

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: LEONARD & SLATE
Portland, Oregon

It is our understanding that Leonard & Slate have been awarded a grading contract in the vicinity of Astoria, Oregon.

We propose to supply this firm with petroleum products on this operation and will therefore appreciate your giving us a complete description of the job, the name of the bonding company, its agent and his address and the approximate date of completion.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA
V. O. Fudge
District Credit Supervisor

LH:B
Encl:1

October 26, 1934

181P

Mr. Fred H. Slate,
Multnomah, Oregon

Dear Sir:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1649 which was awarded to you covering the 2.53 miles of grading on the Ranger Station-Elsie Section of the Wolf Creek Highway in Clatsop County.

This copy is for your records and files.

Yours very truly,
STATE HIGHWAY COMMISSION

By

MC

Secretary

October 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Ranger Station-Elsie Section, Project No. NRH 181-D (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRH 181-D (1935)

RANGER STATION-ELSIE SECTION OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 18, 1934

Grading

All Required		Clearing and Grubbing		$16,800.00
150	dia. ft.	Felling Danger Trees	$1.50	225.00
900	cu. yds.	Trench Excavation	1.00	900.00
140,000	" "	Common Excavation	0.25	35,000.00
57,000	" "	Solid Rock Excavation	0.25	14,250.00
277,000	yd. sta.	Overhaul	0.02	5,540.00
31,000	yd. mi.	Truck Haul	0.25	7,750.00
2.53	miles	Finishing Roadbed and Slopes	200.00	506.00
255	cu. yds.	Class "A" Concrete	25.00	6,375.00
35,000	lbs.	Metal Reinforcement	0.06	2,100.00
100	cu. yds.	Rock Backfill in Drains	2.00	200.00
1,000	lin. ft.	6" Porous Drain Tile	0.40	400.00
200	" "	12" Corrugated Iron Pipe	1.50	300.00
400	" "	18" Concrete Pipe	2.00	800.00
300	" "	18" Corrugated Iron Pipe	2.00	600.00
90	" "	24" Concrete Pipe	3.00	270.00
40	" "	24" Corrugated Iron Pipe	3.00	120.00
90	" "	36" Concrete Pipe	6.00	540.00
90	" "	42" Concrete Pipe	7.00	630.00
130	" "	42" Extra Strength Corrugated Iron Pipe	7.50	975.00
				$94,181.00

Surfacing

4,300	cu. yds.	Base Materials in Surfacing	$1.00	$ 4,300.00
3,000	" "	Top " " "	1.00	3,000.00
14,600	yd. mi.	Hauling Surfacing Materials	0.12	1,752.00
300	cu. yds.	Filler	0.25	75.00
1,000	yd. mi.	Hauling Filler	0.12	120.00
				$ 9,247.00
		Sub-total		$103,428.00
		10% Engr. & Cont.		10,342.80
				$113,770.80

REFERENCE SHEET

Length	2.530 miles
Cost per mile	$44,968.69

NRM Funds Requested -	$113,770.80

State funds for construction: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " maintenance: Chap. 41, laws 1927

CROSS REFERENCE SHEET

181

Name or Subject Contract of Fred H. Slate
Ranger Station-Elsie Section
Wolfe Creek Highway

File No.

Regarding Inquiry of Shell Oil Company

Date 10/16/34

SEE 181 A B C D

Name or Subject Contract of Saxton & Looney
Necanicum-Elsie Section
Wolfe Creek Highway

1648

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE"

Library Bureau

Cat. No. 30-5902

For use in Library Bureau Filing Systems

181D

October 5, 1934

Mr. Fred H. Slate
Multnomah, Oregon

Dear Sir:

For use in connection with the Ranger Station-Elsie Grading Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, 118 - 8th Street, Astoria, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc W. E. Chandler
Carl Petersen

181-19

October 2, 1934

Mr. Fred H. Slate
Multnomah
Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on October 1 for the grading of the Ranger Station-Elsie Section of the Wolf Creek Highway in Clatsop County and has awarded to you the contract for such work at your bid price of $94,181.00 on Alternate 1 A.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

HBG:AJ

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.__________

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works highway project NRH 181-D (1935), grading the Ranger Station Elsie section of the Wolf Creek Highway, to Fred H. Slate, Multnomah, Oregon, who submitted the low bid on Alternate "A".

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works highway project NRH 181-D (1935), surfacing the Ranger Station-Elsie section of the Wolf Creek Highway, to Saxton & Looney, Corvallis, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S.Public Works project NRH 181-D (1935), the Ranger Station-Elsie section of the Wolf Creek Highway, 2.530 miles of grading and crushed stone macadam, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

August 13, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the grading and surfacing of the Ranger Station-Elsie Section, Project No. (1935) NRH 181-D.

Five bid proposals each for the grading and surfacing work and five sets of blueprint plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works
Proj. No. (1935) NRH 181-D

LANGE STATION-ELSIE SECTION OF THE WOLF CREEK

HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans. Not as basis for project agreement)

Salem, Oregon, August 3, 1934

(X)

Grading

All Required		Clearing & Grubbing		$18,000.00
150	dia. ft.	Felling Danger Trees	$2.00	300.00
300	cu. yds.	Trench Excavation	1.00	300.00
140,000	cu. yds.	Common Excavation	0.25	35,000.00
57,000	" "	Solid Rock Excavation	0.50	28,500.00
277,000	yd. sta.	Overhaul	0.02	5,540.00
31,000	yd. mi.	Truck Haul	0.15	4,650.00
2.53	miles	Finishing Roadbed & Slopes	250.00	632.50
1,000	lin. ft.	6" Porous Drain Tile	0.50	500.00
200	" "	12" Corrugated Iron Pipe	1.00	200.00
400	" "	18" Concrete Pipe	2.00	800.00
300	" "	18" Corrugated Iron Pipe	2.00	600.00
90	" "	24" Concrete Pipe	3.00	270.00
40	" "	24" Corrugated Iron Pipe	3.00	120.00
90	" "	36" Concrete Pipe	5.00	450.00
90	" "	42" Concrete Pipe	6.00	540.00
110	" "	48" Extra Strength Corrugated Iron Pipe	6.50	[illegible]
100	cu. yds.	Rock Backfill on Drain	1.00	100.00
271	" "	Class "A" Concrete	25.00	6,775.00
[illegible]	lbs.	Metal Reinforcement	0.07	[illegible]
				$106,678.50

Surfacing

4,300	cu. yds.	Base Materials in Surfacing	$1.00	$4,300.00
3,000	" "	Top " " "	1.25	3,750.00
14,600	yd. mi.	Hauling Surfacing Materials	0.15	2,190.00
300	cu. yds.	Filler	.50	150.00
1,000	yd. mi.	Hauling Filler	.20	200.00
				$10,[illegible].00

Sub-total	$117,[illegible]
10% Engr. & Cont.	11,72[illegible]

Length of Project	2.530 Miles	$128,988.75
Cost per mile	$50,983.69	

National Recovery Highway Funds Requested $128,988.75

FORM S-A-1 13748 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

4-5

181-

April 17, 1934

IN REPLY PLEASE REFER TO FILE NO.

Mr. Carl Peterson,
Resident Engineer,
Jewell, Ore.

Dear Sir:

A question has arisen concerning the timber on the Percey E. Allen land on the Wolf Creek Highway. I believe this property is near the Summit on Slate's contract.

Kindly advise if the contractor sold any of the timber from this tract and if so, how much did he receive for it? Also make an estimate of the number of board feet in the trees left standing on the right of way which the contractor was not permitted to cut for scenic reasons. You might also estimate the number of FBM of timber originally standing on the property and its value as stumpage.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓
Wm. E. Chandler

NOTED

CONTRACT# 1650,

10-2001 Maintenance building at Roseburg

1650

June 23, 1936

Frank Neave
Monroe, Oregon

Dear Sir:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of July 1, 1936 for an extension of time in which to complete your contract for the construction of a frame maintenance building in Roseburg. There follows an excerpt from the minutes of the State Highway Commission meeting held on July 26, 1935 covering this matter:

"Frank Neave, Contract No. 1650, construction of frame maintenance building in Roseburg, requested an extension of time from December 31, 1934 to May 11, 1935, in which to complete this contract, giving as his reason that he was not permitted by the Engineer to paint the exterior of this building until weather conditions were suitable for such work. The Engineer advised that the contractor could have completed this job within the time limit specified in the contract but it would have involved the painting of the exterior of the building during rainy weather and he considered it better to postpone such work until weather conditions were more favorable and orders were given to the contractor to that effect. In view thereof he recommended that the extension requested be granted without penalty. The Commission approved his recommendation by unanimous vote."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

DP

June 24, 1935

Mr. H. B. Glaisyer

Office

Dear Sir:

Contract #1650 with Frank Neave for construction of a maintenance building at Roseburg (Project No. 2055) was completed May 11, 1935.

Will you please secure permission from the Highway Commission to pay the final on this project.

Very truly yours,

C. B. McCullough
Bridge Engineer

By WAReeves
W. A. Reeves
Office Engineer

DB DK

June 25, 1935
HBGlaisyer

Const.

Con. & Agree.
Extension of Time

10 Ka

#1650

June 14, 1935

Mr. Frank Neave,
Monroe, Oregon.

Dear Sir:

You are advised that the time limit on your contract No. 1650 for the construction of the maintenance building at Roseburg, expired on December 31, 1935. According to our records this contract was not completed until May 11, 1935.

Before final payment can be made on this contract it will be necessary to have your application for an extension of time up to and including the actual date of completion. Will you please forward us your application and also secure the written consent of your surety on the bond furnished in connection with the contract to accompany your application, and have it forwarded to this office.

Please furnish the application and consent of surety at your early convenience so that it will not be necessary to hold up the payment of your final estimate.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

cc to Bridge Dept.

Finance & A/C
Bonds & contractors
Competitive bids

#1650

10Ka

June 14, 1935

American Surety Company of New York,
W. A. King, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1650 for the construction of a maintenance building in Roseburg, Douglas County, has been completed by the contractor, Frank Weave, and that final settlement will be made by the State with said contractor for work done under said contract on or after June 24th, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $4,000.21 including the final payment. Of this amount $12.35 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1650

10 KA

April 11, 1935

American Surety Company of New York,
W. A. King, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Frank Neave, on Contract No. 1650 for the construction of a maintenance building in Roseburg, in Douglas County. This payment will be made on or after April 20, 1935.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

October 30, 1934

10KA

Mr. Frank Neave,
Monroe, Oregon

Dear Sir:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1650 which was awarded to you on October 1, 1934 for the construction of a maintenance building in the City of Roseburg, Douglas County.

Due to the fact that there is no express office at Monroe we are sending this copy of the contract to Junction City. Will you please call for it there?

We are also sending the surety on your bond a copy of this contract.

Yours very truly,

MC

Secretary

ea

October 30, 1934

American Surety Company of N. Y.
W. A. King, Resident Agent
Yeon Building
Portland, Oregon

10KA

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1650 which was awarded on October 1, 1934 to Frank Neave for the construction of a maintenance building in the City of Roseburg, Douglas County.

This copy is sent to you for your records and files as you appear as surety on the bond furnished in connection with this contract.

Yours very truly,

MC

Secretary

10KA

10KA

Frank Neave
CARPENTER and CONTRACTOR
Cement Work A Specialty

MONROE, ORE.

Oct-13-1934

State Highway Commission,
Salem Oregon.

Gentlemen;

I sent the contracts by express today to The american Surety Co. in portland and I understand they will forward them to you at once.

Yours truly

Frank Neave
620 S. pine St
Roseburg Ore

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10KA

October 8, 1934

Mr. Frank Neave
Monroe, Oregon

Dear Sir:

We are sending to you today, by express, four copies of State Highway Contract No. 1650 which was awarded to you on October 1, 1934, for the construction of a maintenance building in the City of Roseburg.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission? When this is done a fully executed copy will be returned to you for your records and files. An executed copy will also be sent to the surety on your bond.

Your attention is called to the paragraph on Page 6 of the contract relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours,

Secretary

10KA

October 5, 1934

Mr. Frank Neave
Monroe, Oregon

Dear Sir:

I have your letter of October 4 in which you state that you have made application for a surety bond to be furnished the State in connection with your contract for the construction of a building at Roseburg.

The bond to be furnished will be a special form prepared by the State Highway Department and will be inserted in the back of the contract which will be sent to you, so it will not be necessary for you to obtain a separate bond. We will send you four copies of the contract which you will present to the bonding company, after you have signed the contract agreement, for execution of the bond. Of course, you will have to sign the bond as Principal. All four copies of the contract must be returned to this office for execution by the members of the State Highway Commission after which a fully executed copy will be returned to you and a copy sent to the surety.

This letter is sent to you for your information and guidance.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

10-KA
Contract 1650

Frank N ave
CARPENTER and CONTRACTOR
Cement Work A Specialty
MONROE, ORE.

October,4th,1934

Oregon State Highway Commission,
Salem Oregon.

Gentlemen:

In answer to your letter of October 2nd, I wish to advise you that I have made application for Surety Bond but have not received same as yet but expect it in a few days.

I intend to take my equiptment to Roseburg either Friday or Saturday of this week.

I may be in Roseburg when the Contract forms are mailed to me but you mail them to Monroe and I will take care of them soon.

Yours very truly,

Frank Neave

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tary

cc Bridge Dept.

10-K-A
Contract #1650

October 2, 1934

Mr. Frank Neave
Monroe
Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on October 1 for the construction of a frame maintenance building in the City of Roseburg and has awarded to you the contract for such work at your bid price of $3,933.00.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Bridge Dept.

CONTRACT#1651,

SEE:

CONTRACT#1421,

CONTRACT #1652

NRH 195-B Gold Lake Trail-Odell Lake 1934

1652

RECEIVED
MAY 4 - 1939
FOR FILING

FA 195-B

May 3, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

With reference to the use of a six-inch thickness of rock base on the Gold Lake Trail-Odell Lake Project (FA 195-B), we refer you to our letter of October 17, 1938, concerning the use of a six-inch base on the adjoining Projects FA 195-A and FA 184-A. We quote from that letter as follows:

> "One of the major objectives of our Department and of your Bureau is the bringing of the Willamette Highway to a state of completion where it can be opened to traffic, and it was a proposal of the Forest Road Division of your Bureau that we hasten the completion of that highway by utilizing in the first construction a light and comparatively inexpensive type of surfacing, looking upon the light surfacing only as the first stage in the surfacing construction, and planning to later develop a surfacing of adequate thickness. Our action in adopting the light surfacing which has been specified is in line with this proposal, and we believe such action to be good business policy.
>
> "The section of highway on which the light gravel base is to be used has a subgrade which consists largely of gravel and pumice, and which affords a "better-than-average" foundation for the surfacing. With this condition obtaining, we believe that the surfacing which we have specified will hold up for four or five years at least without excessive maintenance expense, and, at the end of that time, we should be in a position to finance the construction of both a heavier base and a heavier wearing surface. This can be done, we believe, with almost a 100 per cent salvage of the investment which we propose to make now in the light surfacing.
>
> "In view of the circumstances and conditions which we have described, there should be no hesitancy in the grant-

ing of approval to the specification which we have submitted. However, we will, if you wish, give our assurance that if, and when, it becomes evident that the light surfacing cannot be economically and satisfactorily maintained, we will, if it is within our power, provide such additional thickness of surfacing as the conditions obtaining at that time may warrant."

The situation obtaining on Project 195-B is identically the same as obtains on Projects 195-A and 184-A, and we are willing to give the same assurance that additional thickness of surfacing will be provided when conditions warrant.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

/—

RECEIVED
FEB 23 1938
FOR FILING

115-

February 14, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
P. O. Box 5900
Portland, Oregon

Dear Sir:

In regard to your reluctance to grant an extension of contract time to Dunn & Baker, contractors for the construction of Oregon USPW project NRH 195-B (1935), the Gold Lake-Trail-Odell Lake Section of the Willamette Highway, I wish to advise that the deduction of a contract penalty in the amount of $29,800 is nonenforceable for the following reasons:

1. Bids were received for the job on October 4, 1934, and the completion date was specified as of October 31, 1935. Construction was started on October 9, and a large part of the clearing had been done when the contractor was forced to shut down on October 25. The last two weeks' operation was carried on under extremely difficult conditions on account of the snow making the transportation of the men to and from the work almost impossible. There was 16 inches of snow on October 27. Due to the foregoing conditions, only 2,000 yards of grading was accomplished during the 1934 season.

Since the job was designed for work relief, and common and intermediate labor had to be obtained through relief agencies, it must be admitted that unusual speed and progress were made during the fall of 1934. It would have been impossible to so organize the job to work-relief conditions to employ more men or make better progress. On many of the direct relief jobs it has taken many months to organize a camp and make any start whatsoever.

2. In 1935 the contractor was able to resume operations on May 22 by digging the first logs and stumps out of the snow and following the snow back as it melted. This entire section is composed of pumiceous soil which contains unbelievable quantities of water while the snow is melting during the spring months. This required the contractor to work the cuts in an intermittent manner, allowing the material to be sufficiently dried out to be safely deposited in the fill or sufficiently dried out to allow equipment to pass over it. Even with these delays, trucks were unable to pass over much of the newly dumped material which was moved as far as possible by trucks and pushed to its final resting place with caterpillar equipment.

This slowed up the job more than anticipated when the specifications were prepared and made it advisable to request an extension of time to 1936. On October 28, 1935 the Resident Engineer advised that weather conditions were extremely bad and that any finishing done from then on would be unsatisfactory to the Department. He accordingly requested authority to stop the work when satisfactory work could no longer be done at a reasonable cost. Therefore, the work was suspended on November 2.

During 1936 the contractor was unable to start work until July 8 on account of snow. The rough grading was finished on July 30 and the finishing work on August 24.

3. This delay caused no inconvenience to the State Highway Department or the Bureau of Public Roads, and in reality a much better job was secured than if the contractor had been successful in rushing it through within the time limit. Had the wet, soupy material been deposited in the fills, there would certainly have been a great number of slides and "pop-outs," whereas, by allowing the material to dry and not finishing the banks until the following year, the pumiceous soil was thoroughly drained and the job has been unusually free from additional maintenance costs due to slides.

4. It is impossible legally to collect these damages as no damages were occasioned either to the traveling public or to the State. The section was finished in ample time for the next contractor to move in over the job, and the entire road will not be opened until 1940; therefore, no inconvenience was caused to the traveling public.

5. I attach hereto an opinion of the Attorney General to the effect that a deduction of $29,800 for damages against these contractors would be uncollectible.

Very truly yours,

State Highway Engineer

FORM 8-K-1 8M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

January 31, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,

Office.

Attention: H. G. Smith

Dear Sir:

In response to your request for an opinion as to whether or not, under the circumstances related in the copy of your letter dated January 24th addressed to W. H. Lynch, District Engineer of the Bureau of Public Roads, the provision of the contract between the State of Oregon, by and through its Highway Commission, and the firm of Dunn & Baker for the construction of 2.84 miles of grading on the Gold Lake Trail-Odell Lake Section of the Willamette Highway can be enforced and the contractors required to pay as a penalty or as a damage for failure to complete the work within the time specified the sum of $29,800, my answer is that I do not believe that a decision favorable to the State would be obtained were litigation resorted to for the purpose of enforcing the said provision of the contract.

I am led to that conclusion after giving careful consideration to the objective; namely, unemployment relief, which in a large measure prompted the execution of the agreement in the first instance, and the conditions and circumstances which developed and which in a large measure controlled the contractors and their work, and after giving due consideration likewise to the benefits which the State and Government obtained by reason of the delay; namely, a better, more stable and more permanent highway than would have been possible had the work been crowded and prosecuted during the unfavorable weather conditions.

I recognize the force of the principle of law which is applicable in construction contracts of this kind and which holds a contractor to a performance of his obligation notwithstanding the fact that burdens, hardships and losses may change the contract from one of profit to one of loss. Courts have repeatedly said that if a contractor makes an improvident contract and conditions thereafter arise which seriously interfere with the performance of the contract and which force the contractor from a profitable to an unprofitable condition if required to perform, he must nevertheless meet his obligation or respond in damages; but there are some principles of law which are just as controlling with respect to the position of the Highway Commission in this contract.

We are construing and applying a clause which is characterized as a liquidated damage clause, by which clause the parties have provided a a measuring stick to determine the loss which the State will sustain in the event the contractors fail to complete the contract within the time specified, and when that measuring stick is applied to the instant case the amount determined thereby is $29,800. That amount, if the State is entitled to collect it and the contractor is obligated to pay it, is collectible and payable only by virtue of the said provision of the contract.

A provision for liquidated damages is incorporated in the contracts because of the fact that the actual damages are impossible of determination or difficult to determine. If, however, such damages, in the event of a breach, can be determined, then courts will not permit the amount stipulated to prevail, especially if the amount stipulated in the contract is grossly disproportionate to the amount of damage sustained.

If the amount of liquidated damages is grossly disproportionate to the amount of damages sustained, then courts will construe the provision with respect to liquidated damages to be a penalty rather than liquidated damages, and if a penalty, then only actual damages can be recovered.

Mr. Smith's letter leads to the conclusion that the State did not sustain a damage but in fact was benefited by reason of the delay. If no damages were sustained, then no penalty could be imposed, and if no damages were sustained then the sum of $29,800, the amount determined by the measure in the contract, is grossly disproportinate to the damages sustained and therefore must be construed as a penalty.

As already stated, it is my opinion that the contractors could not be required to pay the sum of $28,900 as provided in the contract in view of the statement of facts as set forth in the Construction Engineer's letter.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:[illegible]

cc R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 10 1938
OREGON
STATE HIGHWAY COMMISSION

January 8, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of October 7, 1937, requesting further advice regarding the extension of contract time granted to Dunn & Baker in connection with Oregon USPW project NRH 195-B (1935), the Gold Lake Trail-Odell Lake section of the Willamette Highway.

We are reluctant to see full deduction of the penalty, which would amount to $29,800, and would require a credit to this project with a corresponding reduction on some other voucher. However, final action on the voucher cannot be delayed indefinitely, and a reply to our letter should be submitted at your early convenience. Will you please advise us promptly why you consider the extension justifiable under the terms of the contract.

If, in the opinion of the attorney general, the liquidated damage clause is unenforceable, we should be willing to forward an opinion to that effect to our Washington Office. It may be that such an opinion would reduce the deduction to the amount of engineering costs plus any other actual damages in the event that the extension of time is determined to be not fully justified.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
[illegible]
By State Highway Engineer

Please prepare a reply.

18-2-4

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. ________

POST OFFICE BUILDING
PORTLAND, OREGON

October 7, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon USPW project NRH 195-B (1935), the Gold Lake Trail-Odell Lake section of the Willamette Highway.

The extension of contract time, amounting to 298 days, granted to Dunn and Baker, has been questioned by our Washington Office, and it has been requested that we cite the specification authority under which the extension was granted. Conditions encountered on construction are believed to be normal risks taken by the contractor, and not contemplated by the specifications as a reason for extending the time.

An early reply will be appreciated giving the justification under the specifications for all or any part of the extension granted. If it does not appear that the extension was granted in accordance with the terms of the contract, it will be necessary to make a reduction in the payment of Federal funds equal to $100 per day for each day of such unjustified extension.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

18-2.4

December 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to correspondence relative to extension of time on Oregon NRH 195-B (1935), the Gold Lake Trail-Odell Lake section of the Willamette Highway.

Under the conditions pertaining on this project, we will recommend for approval the extension of time to August 24, 1936.

Very truly yours,

W. H. LYNCH
District Engineer

November 24th, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Dunn & Baker, contractors on the Gold Lake Trail-Odell Lake Section of the Willamette Highway, Contract 1652, NRH 195-B, are requesting an extension of time until August 31st, 1936.

Your concurrence, which was requested sometime ago, was deferred pending further advice for the extension, and I am, therefore, attaching the entire correspondence, which I believe will clarify the situation. This correspondence consists of:

C. C. Slavens' letter to K. D. Lytle, dated Oct. 28, 1935.
K. D. Lytle's letter to C. C. Slavens, dated Nov. 10, 1935.
Letter from Dunn & Baker to Mr. Lytle, dated June 18, 1936.
K. D. Lytle's letter to H. G. Smith, dated June 22, 1936.
Dunn & Baker's letter dated October 22, 1936.
Letter dated August 12, 1936 from Dunn & Baker to H. G. Smith.

Dunn & Baker's letter of August 12th is particularly clear in showing the early snowfalls in the preceding year and the trouble experienced in excavating the wet material. It was not realized when the time limit was fixed that the cuts on the east side of the summit would contain the great amount of water which they did; and therefore, insufficient time was given to permit the slow operating conditions and allow the cuts to dry out after they were opened up. The conditions on this job were very unusual, and I feel that we would be unjustified in denying Dunn & Baker an extension of time on their contract.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

COTT, CHAIRMAN, PORTLAND
. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Cascade Summit, Oregon
October 28, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Reference is made to Dunn and Bakers contract No. 1602 on the Gold Lake Trail-Odell Lake Section of the Willamette Highway.

Since the first of October we have had rain and snow at frequent intervals. During this period the contractor has made an attempt to finish the portion of the project between 1215 and 1300. The results he has had have not been satisfactory due to adverse weather conditions.

The balance of his equipment has worked in the cuts between sta. 1340 and 1358, but due to adverse weather conditions this work has been seriously impaired.

I believe that the shovel work, consisting of about 10,000 cu. yds. of material may be done to an advantage this fall, however, any finishing work done from now on will not only be expensive to the contractor, but will not be satisfactory to us.

I have discussed the possibilities of finishing the work this fall with J. W. Baker, and he does not wish to try any finishing work under the present weather conditions, and in all probability the bad weather will continue making completion of the work this fall impossible. It is his wish to do the shovel work as long as the weather will permit. Then in the spring when the weather permits he will do the remainder of the finishing.

Being in accord with Mr. Baker's decision I am requesting the authority to stop the work when the weahter will no longer permit satisfactory work to be done at a reasonable cost. Please advise.

Yours truly,

(C. C. Blevens)
Resident Engineer

C.C Dunn & Baker

C O P Y

October 19, 1936

Dunn and Baker
Box 431,
Kmameth Falls, Oregon

Gentlemen:

On your Contract No. 1662, Gold Lake Trail Odell Lake Section, the original completion date was October 31, 1936. However, the Bureau did not concur in granting this extension. It is noted you did not complete the work until August 31, 1936. The Salem office has asked that you make a new application for an extension setting forth all your reasons.

Please send this application to this office at your earliest convenience. Also please accompany it with a letter from your surety.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

wec/e

SCOTT, CHAIRMAN, PORTLAND
. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

COPY

October 15, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. [illegible]. [illegible]. Chandler
Division Engineer
Bend, Oregon

Dear Sir:

Reference is made to time extension on the Dunn & Baker Contract No. 1602 - Gold Lake Trail-Odell Lake Section in Lane and Klamath Counties.

The original completion date of this contract was October 31, 1935. The contractors submitted their application for an extension of time to July 31, 1936, and Mr. K. D. Lytle recommended that this extension be granted. However, the Bureau did not concur in granting the extension and no action has been taken.

It is noted that the contract was not completed until August 24, 1936, and it is suggested that a new application be submitted with the consent of surety. Will you please so advise the contractors and forward us your recommendation. It will be necessary for the extension to be acted on before final payment can be made.

Very truly yours,

STATE HIGHWAY COMMISSION

By:
H. B. Glaisyer
Secretary

Dict. by J. McFarland

#1652

October 15, 1936

Mr. W. E. Chandler,
Division Engineer,
Bend, Oregon.

Dear Sir:

Reference is made to time extension on the Dunn & Baker Contract No. 1652 - Gold Lake Trail-Odell Lake Section in Lane and Klamath Counties.

The original completion date of this contract was October 31, 1935. The contractors submitted their application for an extension of time to July 31, 1936, and Mr. K. D. Lytle recommended that this extension be granted. However, the Bureau did not concur in granting the extension and no action has been taken.

It is noted that the contract was not completed until August 24, 1936, and it is suggested that a new application be submitted with the consent of surety. Will you please so advise the contractors and forward us your recommendation. It will be necessary for the extension to be acted on before final payment can be made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

August 15th, 1936

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

With reference to the extension of time on the Gold Lake Trail-Odell Lake Section, Oregon NRH 195-B, which was applied for by Dunn & Baker, Contractors.

I have requested the contractors to furnish detail information concerning the time they were able to work in various years and other information concerning the impossibility of unduly hastening the excavation of the wet material.

I believe that the contractors on this job handled the work as expeditiously as possible and that the extension of time should be granted.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: R. H. Baldock

COPY

DUNN & BAKER
Incorporated

General Contractors

KLAMATH FALLS, OREGON

August 12, 1936

Oregon State Highway Department,
Salem, Oregon

Attention Mr. H. G. Smith:

Gentlemen:

Replying to your letter of August 8th, we are submitting herewith a detailed account of difficulties encountered on the Gold Lake Trail-Odell Lake Section of the Willamette Highway, which caused sufficient delay to warrant an extension of time:

Started Oct. 8th, 1934. Experienced bad weather, snow and rain from Oct. 20th to time of being forced out Nov. 25th. Last two weeks of operation was carried on under extreme difficulties on account of snow. Transporting crew to and from work was almost impossible because of deep snow last two weeks. 16" of snow Oct. 27th.

Due to foregoing conditions only [illegible],000 yards grading accomplished during the 1934 season.

1935: Started clearing and grubbing May 27th. Dug logs and stumps out of snow and followed snow back. Disagreeable weather first two weeks. From Oct. 2nd to 21st delayed considerably. From the 21st to Nov. 2nd we were practically unable to operate because of snow. We were driven out Nov. 2nd.

1936: Started operations July 8th. We waited until fills and bank were dried out sufficiently to allow trucks to pass over. Moved shovel out July 30th.

In addition to the above we estimated that the job would require sufficient equipment to do about 50% Caterpillar work and 50% shovel work and in view of this fact moved in three caterpillars and one 1½ yard shovel and as the work progressed the caterpillar work became increasingly difficult and we removed one of the 75 LeTourneau outfits about August 1st, 1935 and the remaining caterpillar equipment could not produce within 50% of the maximum efficiency. The shovel also encountered difficulties due to wet material on the east end of the project; the shovel at one time being completely mired in the mud and considerable time lost from extricating it from this position and the necessity of hauling material entirely saturated with water. Trucks were unable to pass over the newly dumped material and the material was moved as far as possible with trucks and then pushed to the final resting place in the fill with caterpillar equipment.

Even with all these difficulties we would probably not have required additional time if it had not been for the fact that we proceeded with the clearing operations in the snow when we could not carry on grading operations at the same time. This was done in order to take care of as much labor as possible and I believe is in keeping with the spirit of the contract, although it worked to our disadvantage.

Trusting that this will cover the information needed, we beg to remain

Respectfully yours,

DUNN & BAKER,

By C. A. Dunn (Signed)

August 8, 1936.

Dunn & Baker,
Klamath Falls, Ore.

Gentlemen:

The Bureau of Public Roads has asked for information relative to the requested extension of time on the Gold Lake Trail-Odell Lake Section of the Willamette Highway.

Will you kindly furnish me with detailed information concerning time when you were able to start work, the unexpected features which delayed operations of the work, with the amount of equipment and anticipated schedule when you lined up the equipment, and the reason for various delays.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 6, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. H. G. Smith's letter of June 30, 1936, requesting extension of time on Oregon NRH 195-B, Gold Lake Trail-Odell Lake section of the Willamette Highway.

This request is for an extension of time of eight months. We have made a careful investigation of the conditions on the ground, and the causes for the delay as covered in the above letter do not seem to be borne out.

Before this extension can be granted, it will be necessary that we be further advised as to your reasons for requesting this long extension.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

June 30, 1936.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Dunn and Baker have asked for an extension of time on their Gold Lake Trail-Odell Lake Section, Contract No. 1652.

Their request for extension of time is until July 31st, 1937. Will you kindly concur in this extension without engineering penalties.

The delay in the completion of the job was due to the excessive amount of ground water which was encountered in the cuts, making their excavation very slow and tedious.

It was anticipated that there would be some trouble from ground water adjacent to the summit lake, but it was not anticipated that the condition would exist over the entire section. When this water is encountered it is quite impractical to unduly hasten the project as it is necessary to allow the material to drain out and the material to dry before it can be satisfactorily worked.

Since the road is not open to through travel, the delay has caused no inconvenience and will result in a more stable job since the finishing will be done after the winter's weather.

Yours very truly,

HGS/H

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

CC to
R.H. Baldock

By

H. G. Smith,
Construction Engineer.

#1652

PAUL RUTHERFORD
VICE PRESIDENT AND GENERAL MANAGER

AS L. D. KEARNEY,
PRESIDENT

Hartford Accident and Indemnity Company

Pacific Department
Hartford Building
San Francisco, California

JOY LICHTENSTEIN
VICE-PRESIDENT

A. C. POSEY
ASSISTANT MANAGER

FIDELITY AND SURETY DEPARTMENT
HAROLD BISHOPP, SUPERINTENDENT

June 29, 1936

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Re: Bond No. 1281855 - Dunn & Baker
To: State of Oregon

Relative to the application of Messrs. Dunn & Baker for an extension of time to July 1, 1936 on their contract on the Willamette Highway in Lane and Klamath Counties, Gold Lake Trail-Odell Lake Section, Contract No. 1652.

Please be informed that as Surety on behalf of Messrs. Dunn & Baker this company is glad to consent to the said extension.

Yours very truly,

HARTFORD ACCIDENT AND INDEMNITY
COMPANY

By Harold Bishopp
HAROLD BISHOPP-ATTORNEY IN FACT

HB:FR

SCOTT, CHAIRMAN, PORTLAND
WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 25, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Dunn & Baker
General Contractors
Klamath Falls, Oregon

Gentlemen:

Reference is made to your letter of June 18, requesting an extension of time on your contract No. 1652, Gold Lake Trail-Odell Lake Section, to July 31, 1936.

Before your application can be presented to the Highway Commission, it will be necessary to have the written consent of your surety on the bond furnished in connection with this contract.

Kindly secure such consent of surety and forward it to this office.

Very truly yours,

STATE HIGHWAY COMMISSION

By (H. B. Glaisyer)
Secretary

cc - [illegible]. D. Lytle

June 2[illegible], 1936

Dunn & Baker
General Contractors
Klamath Falls, Oregon

Gentlemen:

Reference is made to your letter of June 18, requesting an extension of time on your contract No. 1652, Gold Lake Trail-Odell Lake Section, to July 31, 1936.

Before your application can be presented to the Highway Commission, it will be necessary to have the written consent of your surety on the bond furnished in connection with this contract.

Kindly secure such consent of surety and forward it to this office.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE
cc - K. D. Lytle.

[illegible] CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

C O P Y

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

June 22, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am forwarding for your consideration an application made by Dunn and Baker for an extension of time on the Gold Lake Trail-Odell Lake Section, Contract No. 1652.

Due to the early snows and rains in both the fall of 1934 and 1935 and also to the excessive amount of ground water encountered in cuts which on the surface showed no indications of being wet I would recommend that the request for an extension of time to July 31 be granted without penalty.

The delay in completing this job will increase our engineering costs to a small degree but I would recommend that this not be charged to the contractor.

Very truly yours,

[illegible]. I. LYTLE
DIVISION ENGINEER

kdl/e
encl.

#1652

MISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

June 22, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am forwarding for your consideration an application made by Dunn and Baker for an extension of time on the Gold Lake Trail-Odell Lake Section, Contract No. 1652.

Due to the early snows and rains in both the fall of 1934 and 1935 and also to the excessive amount of ground water encountered in cuts which on the surface showed no indications of being wet I would recommend that the request for an extension of time to July 31 be granted without penalty.

The delay in completing this job will increase our engineering costs to a small degree but I would recommend that this not be charged to the contractor.

Very truly yours,

K. D. Lytle E

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encl.

Jim
take up with Smith

COPY

DUNN & BAKER

General Contractors

Klamath Falls, Oregon
June 18,1936

Oregon State Highway Commission
Bend, Oregon

Attention: Mr. K. D. Lytle
Division Engineer

Gentlemen:

Due to an unforseen condition on the Odell Lake Job, we will be unable to complete within the time limit specified.

An extremely early winter caused us to shut down on account of snow and additional work and time is involved in opening up camp.

The work has been delayed through out on account of excessive ground water which has saturated material, making it difficult to place in the fills.

The road is not so situated that traffic will be affected.

The road is so near completed that the next section can be reached without great inconvenience.

In view of the foregoing we now feel that it will be impossible to complete within the time limit specified, therefore, we request an extension to July 31, 1936.

Respectfully yours

DUNN AND BAKER

By: C. A. Dunn

CAD:kb

C. A. DUNN, PRESIDENT

J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

June 18, 1936

Oregon State Highway Commission,
Bend, Oregon

Attention Mr. K. D. Lytle,
Divison Engineer

Gentlemen:

Due to unforseen conditions on the Odell Lake Job, we will be unable to complete within the time limit specified.

An extremely early winter caused us to shut down on account of snow and additional work and time is involved in opening up camp.

The work has been delayed throughout on account of excessive ground water which has saturated material, making it difficult to place in the fills.

The road is not so situated that traffic will be affected.

The road is so near completed that the next section can be reached without great inconvenience.

In view of the foregoing we now feel that it will be impossible to complete within the time limit specified, therefore, we request an extension to July 31st.

Respectfully yours,

DUNN & BAKER

By C A Dunn

CAD:kb

175-5
Baldock

COST ANALYSIS FINAL REPORT

Dec. 18, 1936

Willamette Highway, Gold Lake Trail-Odell Lake Section, Grading
Contract 1652, Prefix 18-1001

Dunn & Baker, Contractors
C. C. Slavens, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$19,700.30	35 acres	562.90	286.00	$10,000.00
Extra Clearing	1,688.70	3.053 acres	562.90	300.00	915.90
Felling Danger Trees	734.70	2,250 dia. ft.	0.33	0.60	1,350.00
Trench Excavation	2,627.75	1,582.9 cu. yds.	1.66	1.25	1,978.63
Common Excavation	6,704.50	37,244.5 cu. yds.	0.18	0.50	18,622.25
Intermediate Excavation	13,496.36	34,536.5 cu. yds.	0.31	0.50	21,768.25
Solid Excavation	67,545.00	94,036.6 cu. yds.	0.72	0.50	47,018.30
Overhaul	5,049.38	252,469.1 yd. sta.	0.02	0.01	2,524.69
Truck Haul	3,451.60	17,258.2 yd. mi.	0.20	0.15	2,588.73
Trench Blasting	421.75	1,920.6 cu. yds.	0.22	0.30	576.18
Finish Roadbed & Slopes	2,414.00	2.84 Miles	850.00	300.00	852.00
8" Perf. Conc. Pipe	752.50	1,297.5 lin. ft.	0.58	0.85	1,102.88
9" Perf. Corr. Iron Pipe	726.00	600 lin. ft.	1.21	1.50	900.00
18" Concrete Pipe	982.80	504 lin. ft.	1.95	2.30	1,159.20
18" Corr. Iron Culv. Pipe	1,314.80	692 lin. ft.	1.90	2.30	1,591.60
24" Concrete Pipe	176.40	72 lin. ft.	2.45	3.00	216.00
24" Corr. Iron Pipe XSTR	1,051.20	292 lin. ft.	3.60	4.25	1,241.00
30" Concrete Pipe	244.95	69 lin. ft.	3.55	4.50	310.50
30" Corr. Iron Pipe	244.80	72 lin. ft.	3.40	4.50	324.00
36" Concrete Pipe	892.60	192 lin. ft.	4.65	6.00	1,152.00
36" Corr. Iron Pipe	676.70	134 lin. ft.	5.05	7.00	938.00
Gravel Backfill for Drains	1,200.27	574.25 cu. yds.	2.09	3.50	2,009.88
Cement Rubble Masonry	102.50	7.76 cu. yds.	13.20	18.00	139.68
PA #1, 24" Corr. Iron Pipe	322.00	140 lin. ft.	2.30	3.00	420.00
PA #2, Class "A" Conc. Drop Boxes	449.36	11.85 cu. yds.	37.92	40.00	474.00

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
PA #3, Purchase of 30" C.I.P.	60.79	22 lin. ft.	2.763	2.763	60.79
" " 30" C.I.P. Bands	3.53	1 each	3.53	3.53	3.53
" " 36" C.I.P.	172.80	40 lin. ft.	4.32	4.32	172.80
" " 36" C.I.P. "	4.11	1 each	4.11	4.11	4.11
	$ 133,212.15				$ 120,414.90
Mess House & Lodging	14,895.60	10,869 man days	1.37	1.00	10,868.80
	$ 148,107.75				$ 131,283.70

Total Cost	$148,107.75
Gross Revenue	131,283.70
Net Loss	16,824.05

Net Loss Equals 11.4% of Gross Revenue

COST ANALYSIS FINAL REPORT
Contract 1652 - Prefix 12-1001

REMARKS:

This contract was bid and awarded Oct. 1st, 1934. Work was started on camp construction and clearing Oct. 13th. Clearing operations were carried on until Nov. 27th, 1934, when deep snow made it necessary to move out. Work was started again May 27, 1935, and was carried on until Nov. 1, when snow again made it necessary to move out. Work was started the third time, July 8, 1936 and was finished Aug. 24, 1936.

This job was located in the Cascade Mt. Range at an elevation of about 5200 feet. Snow during winter reaches a depth of about 15 feet. After the first snowfall, it was impossible to operate, and the equipment was moved out and work closed down for the season. The snow laid on until late spring, and work could not be started again until about June. The progress of work was further hampered by mud caused by melting snow, rain, springs and boggy land.

The clearing was heavy and in rough country. Rain and snow hindered progress during fall and spring. Then during summer dry weather made it necessary to use extra precaution to prevent forest fire. The contractor made good progress, but the clearing was bid too low. About 38 acres were cleared for an average cost of $563.00 per acre. The bid price averaged about $286.00 per acre.

The excavation material laid in three stratas. The top strata varying in depth from about two to four feet was topsoil and classified as common. The second strata varying in depth from four to eight feet was gravel and hard clay and was classified as intermediate. The bottom strata was cement gravel, boulders and solid rock.

2-75 diesel cats, 1-50 diesel cat, 1-12 yd. and 1-8 yd. LeTourneau scrapers, 1 bulldoser and 1 ripper made good progress on common and intermediate. Poor progress was made trying to use this equipment for excavation of cement gravel and boulders and the equipment repairs were excessive.

Most of the bottom strata consisting of cement gravel, boulders and solid was drilled and blasted, then moved with a 1½ yd. Marion gas electric shovel and four 4-yd. trucks. The rock and boulders broke large and were hard to handle. Mud caused by rain, springs and bogs, also a shortage of trucks slowed production. The 1½ yd. shovel averaged only about 52 cu. yds. per hour.

This contract was bid too low considering the location, the heavy clearing, and the formation of the material to be excavated. However, with efficient operation the job would have paid a small profit.

E. H. Clymer
Cost Analyst

195-13

DEC 19 1936
FOR FILING

#1652

x

December 17, 1936

Hartford Accident & Indemnity Company
T. B. Watters, Agent
Klamath Falls, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1652 for the construction of the Gold Lake Trail-Odell Lake Section of the Willamette Highway in Lane and Klamath Counties has been completed by the Contractor, Dunn & Baker, and that final settlement will be made by the State with said contractor for work done under this contract, on or after December 26, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the above contractor in connection with this contract will be $120,414.90, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

CE

195-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon NRH 195-B (1935), Gold Lake Trail-Odell Lake Section, Willamette Highway, Klamath and Lane Counties, was made by a representative of this office on September 27, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Highway Engineer

To

Form 338—5M—11-35

175-13

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT No. 39

×

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 29, 1936

Section Gold Lake Trail-Odell Lake

Kind of work Grading

Highway Willamette

Section prefix 18-1001

Contractor Dunn and Baker

Contract number 1652

Date of contract October 1- , 1934

Date of completion October 31, 1935

Date work started October 9, 1934

Estimated date of completion August 24, 1936

Amount of contract $123,709.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $120,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $6600.00, 5.5 %

Date project was completed August 24, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor's crew was engaged in finishing work on Sunday and Monday of this week. The only equipment being used was a McMillan scraper, and a bull dozer, the other equipment having been hauled away.

The project was completed on Monday, August 24.

The engineering crew was engaged setting clearing stakes on the next project.

NOTED

Signed

Address Cascade Summit, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFAC	M[illegible]TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.84				
Miles partially completed					
Miles completed	2.84				
Total estimated quantities	171,000				
Estimated quantities moved or placed to date	171,000				
Average daily quantities	150				
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	6				

Percentages of men employed on contract to be secured from:

Lanee County, 62 %; Klamath County, 38 %; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Lane COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	6						6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bull Dozers 1, Sheet-foot rollers ...., Trucks, 1, Scrapers, 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair	None	
Monday	Fair	None	
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 8-C-1 83779 2M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

115-B

July 27, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I would like to have your interpretation of the situation as stated below by Mr. C. C. Slavens:

"Reference is made to the Gold Lake Trail-Odell Lake section of the Willamette Highway Contract No. 1652, under contract to Dunn and Baker.

In working up the final estimate on this project, a question concerning payment of clearing areas has developed. The original specified area to be cleared for the lump sum of $10,000.00, contained 35.647 acres. The actual amount of area cleared within the specified clearing limits is 34.086 acres. The actual area cleared outside of the specified clearing limits is 3.0529.

The special provisions of the contract does not provide for the method of deducting payment for portions of the specified clearing area which are not cleared. However, Section 8, page 20, of the general provisions of the contract under the caption "Preservation of designated trees", the manner in which the cost of uncleared areas may be deducted from extra clearing widths is outlined.

In this particular case the amount of 1.5608 acres is involved.

Has it been the policy of the Department to make these deductions where small areas are involved, and if so should the calculation be made on an acre for acre basis or should the deduction be based on the contract bid prices. Please advise."

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

WEC/e

ORM 5-A-1 16M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

195

C

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 27, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. C. Slavens,
Resident Engineer,
Bend, Ore.

Dear Sir:

In reply to your letter of July 21st, in regard to submission of payrolls and summaries on Gold Lake Train-Odell Lake Section of Willamette Highway Contract No.1652.

A monthly transcript of payroll is to be submitted by the contractor as has been the previous practice on this job.

In regard to payroll summaries you are to obtain information from the contractors records and prepare a weekly labor summary on Form Emp. 24, the same as you have done on more recent contracts.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Ray Webber
H.

CC to
R.H. Baldock ✓
W. E. Chandler

FORM 8-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

115-13

June 30, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Dunn and Baker have asked for an extension of time on their Gold Lake Trail-Odell Lake Section, Contract No. 1652.

Their request for extension of time is until July 31st, 1937. Will you kindly concur in this extension without engineering penalties.

The delay in the completion of the job was due to the excessive amount of ground water which was encountered in the cuts, making their excavation very slow and tedious.

It was anticipated that there would be some trouble from ground water adjacent to the summit lake, but it was not anticipated that the condition would exist over the entire section. When this water is encountered it is quite impractical to unduly hasten the project as it is necessary to allow the material to drain out and the material to dry before it can be satisfactorily worked.

Since the road is not open to through travel, the delay has caused no inconvenience and will result in a more stable job since the finishing will be done after the winter's weather.

Yours very truly,

HGS/H

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

CC to
R.H. Baldock ✓

By

H. G. Smith,
Construction Engineer.

FORM 5-C-1 52776 2M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

175-13

June 22, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am forwarding for your consideration an application made by Dunn and Baker for an extension of time on the Gold Lake Trail-Odell Lake Section, Contract No. 1652.

Due to the early snows and rains in both the fall of 1934 and 1935 and also to the excessive amount of ground water encountered in cuts which on the surface showed no indications of being wet I would recommend that the request for an extension of time to July 31 be granted without penalty.

The delay in completing this job will increase our engineering costs to a small degree but I would recommend that this not be charged to the contractor.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encl.

195-B

il 30, 1936

COST ANALYSIS TO APRIL 30TH, 1936

Willamette Highway, Gold Hill-Odell Lake, Grading
Contract 1652, Prefix 18-1001

Dunn & Baker, Contractors
C. C. Slavens, Resident Engineer

NOTED
State Highway Engineer

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$19,700.30	35 acres, 95%	562.90	286.00	$ 9,500.00
Extra Clearing	1,688.70	3 acres	562.90	300.00	900.00
Felling Danger Trees	734.70	2,245 Dia. Ft.	0.33	0.60	1,347.00
Trench Excavation	2,517.85	1,485.8 Cu. Yd.	1.69	1.25	1,857.00
Common Excavation	6,533.65	36,298 Cu. Yd.	0.18	0.50	18,149.00
Intermediate Excavation	10,950.00	37,500 Cu. Yd.	0.30	0.50	18,750.00
Solid Excavation	61,479.22	78,811 Cu. Yd.	0.78	0.50	39,405.00
Overhaul	4,420.00	221,000 Yd. Sta.	0.02	0.01	2,210.00
Truck Haul	2,925.00	11,700 Yd. Mi.	0.25	0.15	1,755.00
Trench Blasting	421.75	1,917 Sq. Yd.	0.22	0.30	575.10
8" Perforated Concrete Pipe	754.00	1,300 Lin. Ft.	0.58	0.85	1,105.00
9" Perf. Corr. Iron Pipe	726.00	600 Lin. Ft.	1.21	1.50	900.00
18" Concrete Culvert Pipe	982.80	504 Lin. Ft.	1.95	2.30	1,159.20
18" Corr. Iron Culv. Pipe	1,178.00	610 Lin. Ft.	1.90	2.30	1,403.00
24" Concrete Culvert Pipe	176.40	72 Lin. Ft.	2.45	3.00	216.00
24" Corr. Iron Culv. Pipe XSTR	1,051.20	292 Lin. Ft.	3.60	4.25	1,241.00
30" Concrete Culvert Pipe	244.95	69 Lin. Ft.	3.55	4.50	310.50
30" Corr. Iron Culv. Pipe	244.80	72 Lin. Ft.	3.40	4.50	324.00
36" Concrete Culvert Pipe	892.80	192 Lin. Ft.	4.65	6.00	1,152.00
36" Corr. Iron Culv. Pipe	575.70	114 Lin. Ft.	5.05	7.00	798.00
Gravel Backfill for Drains	1,200.27	574 Cu. Yd.	2.09	3.50	2,009.00
Cement Rubble Masonry	102.50	6 Cu. Yd.	17.08	18.00	108.00
24" Corr. Iron Pipe	322.00	140 L ft	2.30	3.00	420.0

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Class A Concrete in Drop Boxes	449.36	12.38 Cu. Yd.	36.68	40.00	$ 495.20
Mess House & Lodging	10,733.55				8,656.60
	$ 131,005.50				$ 114,746.35

Total Cost	$ 131,005.50
Gross Revenue	114,746.35
Net Loss	$ 16,259.15

Net Loss Equals 14.1% of Gross Revenue

Willamette Highway
Gold Hill-Odell Lake
4/30/36

COST ANALYSIS TO APRIL 30TH, 1936

Apr. 30, 1936

Contract 1652, Prefix 18-1001

REMARKS:

This contract was bid and awarded Oct. 1, 1934. Work was started on clearing and camp construction Oct. 13. Clearing operations were carried on until Nov. 27, 1934, when deep snow made it necessary to move out. Work was started again May 27, 1935, and was carried on until Nov. 1, when snow again made it necessary to move out, with the job only 92% complete. It will be necessary to move in for the third time before the job is completed.

The contractor plans on starting work about June 1, 1936, if weather is favorable. Due to the high elevation (5200 feet) the snow remains until late in the spring. About 17,000 Cu. Yds. of material remain to be moved and practically all the finishing is yet to be done. The remaining work will require about six weeks.

The clearing was heavy and in mountainous country. Rain and snow hindered progress in the fall and spring. Then dry weather during the summer made it necessary to use precaution to prevent forest fire. The contractor made good progress on clearing, but clearing was bid too low. About 38 acres were cleared for an average cost of $563 per acre. The bid price averaged about $286 per acre.

The excavation material laid in three stratas. The top strata varying in depth from about two to four feet was earth and classified as common. The second strata varying in depth from four to eight feet was gravel and hard clay and was classified as intermediate. The bottom strata wascement gravel, boulders and solid rock.

2-75 Diesel Cats, 1-50 Diesel Cat, 1-12 yd. Scraper, 1-8 Yd. Scraper, 1 Bulldozer and 1 Ripper made excellent progress on common and intermediate excavation, but made poor success in moving cement gravel and boulders.

Most of the bottom strata of cement gravel, boulders and solid was drilled and blasted, and then moved with a 1½ yd. Marion Shovel and four 4 cu. yd. trucks. The rock and boulders broke large and was hard to handle. Mud caused by rain, springs and bogs, and a shortage of trucks also slowed up production. The 1½ yd. shovel averaged only about 47 cu. yds. per hour.

This contract was bid too low considering the location of the job. The heavy clearing and the formation of the material to be excavated. The job shows a large loss at present, and the loss will increase when work is continued.

E. H. Clymer
Cost Analyst

FORM 8-G-1 52778 8M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

19513

August 19, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith.

Dear Sir:

On the 12th I sent in an order for construction of catch basins on the Odell Lake job and I would like to have them approved as the work of building them should be done at once in order not to delay completion of the project.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e

FORM 9-C-1 19010 1-M 1-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

1951

August 18, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

Attached please find "Order for Extra Work" on Contract No. 1652-Gold Lake Trail-Odell Lake Section, covering the construction of concrete drop boxes. There is also included a "Price Agreement" covering the item. The price of 40 dollars per cubic yard seems high but the boxes are small and both the sand and gravel will have to be shipped into the job from Klamath Falls or Eugene. You can take your choice as to which order you wish to approve.

The cost of this work can be charged to the contingency fund and no additional a uthorization will be needed.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encls.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRH 195-B (1935)

December 22, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis
Highway Engineer

Encls.

Apr. 23 222

Form P. R. 2

State Oregon

U.S.Public Works Hwy. Project No. NRH 195-B (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of November, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No.67, 73rd Cong.), approved June 16, 1933 and act approved June 18, 1934 (Public No. 393, 73rd Cong.);

Whereas the Highway Department of said State submitted on the 5th day of June, 1933 a project statement, which was approved by the Secretary on the 28th day of June, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 12th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred thirty six thousand, seventy nine and 90/100 dollars ($136,079.90) as the share of the United States payable under said act on account of Section B of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1214+86.7 at the west end of Section A of said project on the north shore of Odell Lake about 1-1/2 miles east of the Klamath-Lane County line, and survey station 1365+75, near the corner of T. 22 S and T 23 S. R 5 - 1/2 E and 6 E. W.M. about 1.3 miles west of the Klamath-Lane County Line.

, length 2.843 miles, in Klamath and Lane County, being Section B of Oregon U.S.Pub.Wks.Hwy. project No. NRH 195 (1935), consisting of 2.843 miles of roadway and no bridges, e~~ach~~ of more than 20 feet clear span, known locally as the Willamette Highway, between official control points F.A. Route No. 3 near Goshen and F.A.Route No. 4 south of Crescent.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934 will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of one hundred thirty six thousand, seventy nine and 90/100 dollars ($136,079.90), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

no mark

~~[illegible]~~ is ~~[illegible]~~, the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 245, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 12th day of December, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Les Scott

Chairman, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By Acting Chief, Bureau of Public Roads

8 5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Hwy. Project No. [illegible] 195-B (1935) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 136,079.90 as the total estimated cost of said project, and the sum of $ 136,079.90 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal maximum share of~~ is said total estimated cost.

Done at the city of Washington, this 12th day of December one thousand nine hundred and thirty four

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible]

#165

175B

October 15, 1934

Mr. T. B. Watters, Agent,
Hartford Accident & Indemnity Co.,
Klamath Falls, Oregon.

Dear Sir:

Reference is made to the Dunn & Baker Contract No. 1658 for the construction of the Gold Lake Trail-Odell Lake Section of the Willamette Highway in Lane and Klamath Counties.

We are advised by the State Insurance Commissioner that your power of Attorney-in-Fact for the Hartford Accident and Indemnity Company is limited to $100,000.00 and the bond in connection with the above contract is in amount $123,709.00.

Due to the fact that all contract bonds have to be approved by the Insurance Commissioner before they can be accepted will you kindly advise regarding the above.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to Dunn & Baker, Klamath Falls.

195B

October 5, 1934

Dunn & Baker
Klamath Falls, Oregon

Gentlemen:

For use in connection with the Gold Lake Trail-Odell Lake Grading Project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Post Office Building, Klamath Falls, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc K. D. Lytle
C. C. Slavens

NAT AL REEMPLOYMENT SERVICE
State Headquarters

COPY

204 Old P. O. Bldg.,
Portland, Oregon,
August 13, 1934.

Mr. Nelson Reed,
Mgr., Natl. Reemployment Service,
Klamath Falls, Ore.

Mr. Frank Armitage,
Mgr., Natl. Reemployment Service,
Eugene, Oregon.

Gentlemen:

The engineers of the State Highway Commission have notified us that in the case of the new Project 4 known as the Gold Lake-Odell Lake Section of the Willamette Highway, 62 per cent of the work will be performed in Lane County and 38 per cent in Klamath County.

This means that five-eighths of the man power required on the project should be supplied by Lane County and three-eighths by Klamath County.

Please arrange as soon as possible for a scheme of co-operation between our Lane County office and our Klamath County office so that man power will be apportioned on this project when construction of work begins in the ratios given above.

Yours truly,

Guy V. Lintner,
State Director.

By A. G. Johnson,
Executive Secretary.

AGJ/W.

cc — Mr. Oscar Cutler, Asst. Office Engineer,
Oregon State Highway Commission, Salem, Ore.

October 30, 1934

195B

Eugene Concrete Pipe Co.
Eugene, Oregon

Attention: Mr. Hall

Gentlemen:

This will advise that elliptically reinforced concrete pipe (36-inch size) will be accepted under the Dunn & Baker contract for the grading of the Gold Lake Trail-Odell Lake Section of the Willamette Highway, provided the wall thickness of the pipe is not less than 4½ inches and provided the pipe conforms with the enclosed specification for elliptically reinforced pipe.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. K. D. Lytle
Mr. H. M. Finkbiner

OREGON STATE HIGHWAY DEPARTMENT

SPECIFICATION FOR CIRCULAR CONCRETE PIPE WITH ELLIPTICAL REINFORCEMENT

Elliptically reinforced concrete pipe will be accepted in the 36-inch size and in all sizes above the 36-inch size, provided it meets all requirements specified for circularly reinforced pipe except those which are inapplicable to elliptically reinforced pipe, and provided it conforms with and is placed in accordance with the following modifying and supplemental requirements:

1. The circumferential reinforcement shall be "single line" reinforcement as differentiated for the "two line" or "double line" reinforcement specified for circularly reinforced pipe.

2. The aggregate cross-section area of the circumferential reinforcement, in square inches per lineal foot of pipe, shall be not less than one-half of the cross-section area specified for circularly reinforced pipe.

3. The cage of reinforcement shall be truly elliptical in form, and shall be so placed in the shell of the pipe that at the top and bottom quarter points, the reinforcement wires or bars are not more than one-inch from the inside surface of the shell, and that at the other two quarter points, the wires or bars are not more than one-inch from the outside surface of the shell.

4. The word "Bottom" shall be clearly stenciled on the inside surface of the shell at one or both of the two quarter points at which the reinforcement is within one-inch of the inside surface of the shell.

5. When the pipe is installed, it shall be installed with the side which is marked "Bottom," down, and in case inspection of the pipe after it is in place and either before or after it is filled over, discloses that any of the sections have not been so installed, the section or sections not so installed shall be taken out and reinstalled correctly at the contractor's expense.

6. Elliptically reinforced pipe shall meet the strength requirements specified for circularly reinforced pipe of the same diameter and same class (standard or extra strength).

October 30, 1934

195-B

Dunn & Baker
Box 431
Klamath Falls, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1652 which was awarded on October 1, 1934 to you for grading work on the Gold Lake Trail-Odell Lake Section of the Willamette Highway in Lane and Klamath Counties.

This copy is sent to you for your records and files. We are also sending a copy to the surety on your bond.

Yours very truly,

MC

Secretary

October 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Gold Lake-Odell Lake Section, Project No. NRH 195-B (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRH 195-B

GOLD LAKE-ODELL LAKE SECTION OF THE
WILLAMETTE HIGHWAY IN KLAMATH & LAKE COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 18, 1934

All Required		Clearing and Grubbing		$10,000.00
5	acres	Extra Clearing & Grubbing	$300.00	1,500.00
650	dia. ft.	Felling Danger Trees	0.60	390.00
1,700	cu. yds.	Trench Excavation	1.25	2,125.00
38,000	" "	Common Excavation	0.50	19,000.00
49,000	" "	Intermediate Excavation	0.50	24,500.00
97,000	" "	Solid Rock Excavation	0.50	48,500.00
274,000	yd. sta.	Overhaul	0.01	2,740.00
9,000	yd. mi.	Truck Haul	0.15	1,350.00
7,400	sq. yds.	Trench Blasting	0.30	2,220.00
2.84	miles	Finishing Roadbed and Slopes	300.00	852.00
1,300	lin. ft.	8" Perforated Concrete Pipe	0.85	1,105.00
700	" "	9" " Corr. Iron Pipe	1.50	1,050.00
470	" "	18" Concrete Pipe	2.30	1,081.00
400	" "	18" Corrugated Iron Pipe	2.30	920.00
140	" "	24" Concrete Pipe	3.00	420.00
320	" "	24" Extra Strength Corr. Iron Pipe	4.25	1,360.00
100	" "	30" Concrete Pipe	4.50	450.00
80	" "	30" Corrugated Iron Pipe	4.50	360.00
190	" "	36" Concrete Pipe	6.00	1,140.00
110	" "	36" Corrugated Iron Pipe	7.00	770.00
500	cu. yds.	Gravel Backfill for Drains	3.50	1,750.00
7	" "	Cement Rubble Masonry	18.00	126.00
		Sub-total		$123,709.00
		10% Engr. & Cont.		12,370.90
		Total		$136,079.90

Length 2.843 miles
Cost per mile $47,864.89

NRH Funds Requested- $136,079.90

Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
" " Maintenance: Chap. 41, laws 1927

195-B

October 2, 1934

Dunn & Baker
Klamath Falls
Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on October 1 for the grading of the Gold Lake Trail-Odell Lake section of the Willamette Highway in Klamath County, and has awarded to you the contract for such work at your bid price of $125,909.00.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S.Public Works highway project NRH 195-B (1935), the Gold Lake Trail-Odell Lake section of the Willamette Highway, to Dunn & Baker, Klamath Falls, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

FORM 8-C-1 12022 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

195-B

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

September 27, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Herewith Division Engineer's Estimate of Cost for the Gold Lake Trail-Odell Lake Section for which the Commission is receiving bids on October 1st.

Yours very truly

K. D. Lytle
Division Engineer

kdl/w

Division Engineer's

Estimate of Cost

Gold Lake Trail - Odell Lake Section

Willamette Highway	2.84 Miles Grading			
Clearing and Grubbing	All Specified			$ 15,000.00
Extra Clearing and Grubbing	5 acres @ $600.00			3,000.00
Felling Danger Trees	650 dia. ft.		@ 2.50	1,625.00
Trench Excavation	1,700	C. Y.	0.60	1,020.00
Common Excavation	38,000	C. Y.	0.30	11,400.00
Intermediate Excavation	49,000	C. Y.	0.40	19,600.00
Solid Rock Excavation	97,000	C. Y.	0.60	58,200.00
Overhaul	274,000	Yd. Sta.	0.02	5,480.00
Truck Haul	9,000	Yd. Mi.	0.20	1,800.00
Trench Blasting	7,400.	Sq. Yds.	0.30	2,220.00
Finishing of Roadbed & Slopes	2.84	Mi.	100.00	284.00
8-inch Perforated Conc. Pipe	1,300	Lin. Ft.	0.75	975.00
9-inch Perforated Corr. Iron	700	" "	0.75	525.00
18-inch Concrete Pipe	470	" "	1.75	822.50
18-inch Corr. Iron Pipe	400	" "	1.50	600.00
24-inch Concrete Pipe	140	" "	2.30	322.00
24-inch Extra Strength Corr. Iron Pipe	320	" "	2.50	800.00
30-inch Concrete Pipe	100	" "	3.00	300.00
30-inch Corrugated Iron Pipe	80	" "	2.75	220.00
36-inch Concrete Pipe	190	" "	5.00	950.00
36-inch Corrugated Iron Pipe	110	" "	4.50	495.00
Gravel Backfill for Drains	500	C. Y.	1.50	750.00
Cement Rubble Masonry	7	C. Y.	15.00	105.00
			Total	$126,493.50

1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S. Public Works project NRH 195-B (1935), the Gold Lake Trail-Odell Lake section of the Willamette Highway, 2.843 miles of grading, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

Jm

August 10, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Gold Lake-Odell Lake Section, Project No. (1935) NRH 195-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. (1935) NRH 195-B

GOLD LAKE-ODELL LAKE SECTION OF THE
WILLAMETTE HIGHWAY IN KLAMATH & LANE COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, August 10, 1934

All Required		Clearing and Grubbing		$ 15,000.00
5	Acres	Extra Clearing and Grubbing	$ 600.00	3,000.00
650	dia. ft.	Felling Danger Trees	2.00	1,300.00
1,700	cu. yds.	Trench Excavation	1.00	1,700.00
38,000	" "	Common Excavation	0.30	11,400.00
49,000	" "	Intermediate Excavation	0.45	19,600.00
97,000	" "	Solid Rock Excavation	0.65	58,200.00
274,000	yd. sta.	Overhaul	0.02	5,480.00
9,000	yd. mi.	Truck Haul	0.20	1,800.00
7,400	sq. yds.	Trench Blasting	0.30	2,220.00
2.84	mile	Finishing Roadbed and Slopes	250.00	710.00
1,300	lin. ft.	8" Perforated Concrete Pipe	0.75	975.00
700	" "	9" Perforated Corr. Iron Pipe	0.90	630.00
470	" "	18" Concrete Pipe	1.50	705.00
400	" "	18" Asphalt Coated Corr. Iron Pipe	1.50	600.00
140	" "	24" Concrete Pipe	2.50	350.00
320	" "	24" Extra Strength Corr. Iron Pipe	2.75	880.00
100	" "	30" Concrete Pipe	3.00	300.00
80	" "	30" Asphalt Coated Corr. Iron Pipe	3.00	240.00
190	" "	36" Concrete Pipe	4.50	855.00
110	" "	36" Asphalt Coated Corr. Iron Pipe	4.50	495.00
500	cu. yds.	Gravel Backfill	1.50	750.00
70	" "	Cement Rubble Masonry	15.00	105.00
			Sub-total	$ 127,295.00
			10% Engr. & Cont.	12,729.50
			Total	$ 140,024.50

Length	2.843 miles
Cost per mile	$ 49,252.37

National Recovery Highway Funds Requested........................ $ 140,024.50

CONTRACT#1653,

NRS 236 Spencer Butte Sec., Grading 1934
& Surfacing

1653

#1653

January 12, 1936 236

Maryland Casualty Company,
Hansen & Rowland Inc. of Oregon, Agents,
Public Service Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1653 for the construction of the Spencer Butte Section of the Fox Hollow Secondary Highway in Lane County has been completed by the contractor, Earl L. McNutt, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 22, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $11,719.63 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

No. 8

236

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. USPW NRS 236-A (1935)

POST OFFICE BUILDING
PORTLAND, OREG.

January 11, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S. Public Works Project NRS 236-A (1935), Spencer Butte Section, Fox Hollow Highway, ____________, was made by a representative of this office on December 19, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

---

cc. R. H. Baldock
EAC:ANF

E. A. Collier
Division Engineer

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRS 236-A (1935)

December 22, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis
Highway Engineer

Encls.

Jim

---

cc. R. H. Baldock
EAC:AWF

E. A. Collier
Division Engineer

Hwy 23223

Form P. R. 2

State OREGON

U.S. Public Works Hwy. Project No. NRS 236-A (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

AND

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

WASHINGTON
GOVERNMENT PRINTING OFFICE
1922

cc. R. H. Baldock
RAC:ANF

R. A. Collier
Division Engineer

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of November, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.) approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.):

Whereas the Highway Department of said State submitted on the 24th day of August, 1934, a project statement, which was approved by the Secretary on the 14th day of September, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 12th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirteen thousand, three hundred twenty one and 77/100 dollars ($13,321.77) as the share of the United States payable under said act on account of Section A of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

cc. R. H. Baldock
EAC:ARF

E. A. Collier
Division Engineer

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 60+50, a point in the SW 1/4 of Section 17, T 18 S. R 3 W, and survey station 159+25, a point in the NW 1/4 of Sec. 29, T 18 S. R 3 W, W.M, (excepting therefrom that portion between stas. 94+00 and 116+90= 122+10), length 1.338 miles, in Lane County, being Section A of Oregon U.S.Pub.Wks.Hwy. project No. NRS 236 / (1935), consisting of 1.338 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length~~ known locally as the Fox Hollow Highway.

8—5518

ROADS
DEC 22 1934
PORTLAND, ORE.

cc. R. H. Baldock
EAC:AWF

E. A. Collier
Division Engineer

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

cc. R. H. Baldock ✓
EAC:ANF

E. A. Collier
Division Engineer

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of thirteen thousand, three hundred twenty one and 77/100 dollars ($13,321.77), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~[illegible]~~

~~[illegible]~~ is ~~[illegible]~~ the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments permitted [illegible]~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

cc. R. H. Baldock
EAC:AHF

E. A. Collier
Division Engineer

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 12th day of December, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting *Chief, Bureau of Public Roads*

8—5518

cc: R. H. Baldock
EAC:AHF

E. A. Collier
Division Engineer

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Hwy. Project No. NRS 236-A (1935) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 13,321.77 as the total estimated cost of said project, and the sum of $ 13,321.77 as the share of the United States, payable under said acts on account of such project, which do[redacted] is said total estimated cost.

Done at the city of Washington, this 12th day of December one thousand nine hundred and thirty-four

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1930 8—1630

cc. R. H. Baldock ✓
EAC:AHF

E. A. Collier
Division Engineer

FORM 9-A-1 15874 7500 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Nov. 17, 1934.

IN REPLY PLEASE
REFER TO FILE NO

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

OVERRUNS AND UNDERRUNS ON SPENCER BUTTE SECTION GRADING.
NRS-236, Prefix 120 PA.

Dear Sir:

TRENCH EXCAVATION:-

Trench excavation was estimated at 300 cubic yards by Engineer Umphlette and the estimate as sent from this office to Salem called for 300 yards. Some of this trench excavation was not shown on the profile in detail and I presume for this reason this item was reduced to 170 cubic yards in the Salem office. The actual trench excavation performed is 298.7 cubic yards, which checks very close with Umphlette's preliminary estimate but is a large overrun on the bid quantity.

TRUCK HAUL:-

Preliminary net estimate for truck haul was 1977 yards and with allowance for overrun this was estimated at 2200 yard miles on the plans. No allowance for overrun was needed on the job as there was considerable reduction in truck haul in the second unit. There was also an increase in overhaul but this increase did not amount to 10%.

POROUS DRAIN TILE:-

An allowance of 35 lineal feet in the preliminary estimate was not required during construction and this accounts for the underrun in this item.

18" CULVERT PIPE:-

A little less concrete pipe and a little more corrugated iron pipe was used than planned. At one location the corrugated iron pipe appeared more suited to conditions than the concrete.

FILLER:-

There was a considerable underrun in filler and hauling filler. Material available in the vicinity of the job was quite poor and filler was used very sparingly. The first unit set up without the addition of any filler.

The total cost for the project is estimated at $475.00 less than the authorization or about 3½% underrun.

Very truly yours,

cc. R. H. Baldock ✓
EAC:AMF

E. A. Collier
Division Engineer

Form 338—5M—2-34

OR[illegible]N STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT FINAL

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 17, 1934

Section Summit

Kind of work Grading and surfacing

Highway Fox Hollow Secondary

Section prefix 120 PA NRS 236

Contractor Earl L. McNutt

Contract number 1653

Date of contract October 1, 1934

Date of completion June 30, 1935

Date work started October 4, 1934

Estimated date of completion , 193

Amount of contract $ 12110.70

Per cent of time elapsed 15 %

Estimated cost of completed project, exclusive of engineering $ 11813.50

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 1063.27, 1 %

Date project was completed November 11, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Nov. 11 Contractor completed ditches, shoulder widening and surfacing opposite slide, Sta. 130-132. 2 trucks hauling gravel.

Nov. 13 Three men compute X-section areas and quantities. Two men summation and mass diagram.

Nov. 14 Three men X-sections and quantities. 2 men mass diagram. One man profile.

Nov. 15 Same

Nov. 16 One man complete profile, two men check and copy estimate, make book cover, summaries etc.

Nov. 17 One man collect and return all data on Fox Hollow to Lane County Surveyor.

Fri. Frank Hall and Chas Cornell; Sat. Owen Seaman and F. D. Thompson temporarily laid off on account of completion of work.

Mr. Collier was in Eugene office Friday evening and took semi final estimate and data to Roseburg

Signed E. E. [illegible]

Address Box 204, Eugene, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.34	1.34			
Miles partially completed					
Miles completed	1.34	1.34			
Total estimated quantities					
Estimated quantities moved or placed to date	10208 C.Y.	3501 C.Y.			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	5				

Percentages of men employed on contract to be secured from:

Lane County, 100 %; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Lane COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3					1	4
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	2						2
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Foggy		
Monday	Foggy		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Cloudy		
Friday	Rain		
Saturday	Foggy		

November 5, 1934

Mr. Earl L. McNutt
351½ E. Broadway
Eugene, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract # 1653 awarded to you on October 1, 1934, for the grading and surfacing of the Spencer Butte Section of the Fox Hollow Secondary Highway in LaneCounty.

This copy isfor your records and files.

Very truly yours,

HBG:OG

Secretary.

#1653

HANSEN & ROWLAND

236

October 31, 1934

Hansen & Rowland Inc.
General Agents
Washington Building
Tacoma, Washington

Attention: Mr. F. Tunnard

Gentlemen:

Reference is made to your letter of October 29th concerning a copy of the Earl L. McNutt contract for the construction of the Spencer Butte Section of the Fox Hollow Secondary Highway in Lane County.

It was necessary to return these contracts to Mr. McNutt because he failed to sign as principal on the bond. I understand that Mr. McNutt has been out of the State for some time, therefore he could not be reached to take care of this matter. However, he is now back and has returned the contracts to us. I expect to get them signed by the Highway Commission tomorrow and will then be pleased to see that you receive your copy when they have been approved by the Attorney General.

Very truly yours,

HBG:OG

Secretary.

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

October 29, 1934

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 44519 - EARL L. MCNUTT to STATE OF OREGON - Contract for improvement of Spencer Butte Section of Fox Hollow Secondary Highway, Proj. NRS-236, Lane County, Oregon. - Contract No. 1653.

Gentlemen:

We have not yet received copy of the above bond and contract for the surety company. As soon as they are ready, we trust you will forward them to Hansen & Rowland, Inc., 201 Washington Building, Tacoma, Washington.

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents
By F Tunnard
Surety Bond Dept.

FT:MF

October 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Spencer Butte Section, Project No. NRS 236 (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRS 236 (1935)

SPENCER BUTTE SECTION OF THE FOX HOLLOW HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 18, 1934

Roadwork (Sta. 60+50 to 94+00) (Sta. 122+10 to 159+25)

All Required		Clearing and Grubbing		$ 800.00
130	cu. yds.	Trench Excavation	$1.50	195.00
11,000	" "	Excavation, Single Classification	0.40	4,400.00
9,000	yd. sta.	Overhaul	0.02	180.00
2,200	yd. mi.	Truck Haul	0.20	440.00
1.34	miles	Finishing Roadbed and Slopes	300.00	402.00
350	lin. ft.	8" Porous Drain Tile	0.50	175.00
24	" "	12" Concrete Pipe	1.20	28.80
95	" "	18" " "	2.10	199.50
14	" "	12" Asphalt Coated Corr. Iron Pipe	1.60	22.40
105	" "	18" " " " " "	2.10	220.50
30	" "	Placing 12" Corr. Iron Pipe	0.25	7.50
2,600	cu. yds.	Base Materials in Surfacing	1.40	3,640.00
900	" "	Top " " "	1.40	1,260.00
350	" "	Filler	0.25	87.50
350	yd. mi.	Hauling Filler	0.15	52.50
		Sub-total		$12,110.70
		10% Engr. & Cont.		1,211.07
		Total		$13,321.77

Length of Roadwork	1.338 miles
Cost per mile	$9,956.47

NRS Funds Requested- $13,321.77

State Funds for Construction: Chap. 175, laws 1917; Chap. 71, laws 1920; Chap. 248, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

October 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Eagle Creek Section, Project No. NRS 237 (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Hwy.
Project No. NRS 237 (1935)

EAGLE CREEK SECTION OF THE WOODBURN-SANDY HIGHWAY IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 18, 1934

1,900	cu. yds.	Base Materials in Surfacing	$1.60	$3,040.00
1,000	" "	Top Materials in Surfacing	1.70	1,700.00
300	" "	Filler	0.50	150.00
300	yd. mi.	Hauling Filler	0.15	45.00
		Sub-total		$4,935.00
		10% Engr. & Cont.		493.50
		Total		$5,428.50

Length of Roadwork 1.164 miles
Cost per mile $4,663.65

NRS Funds Requested- $5,428.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

October 5, 1934

236

Mr. Earl L. McNutt
351½ E. Broadway
Eugene, Oregon

Dear Sir:

For use in connection with the Spencer Butte Grading and Surfacing Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, City Hall, Eugene, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc E. A. Collier
E. E. Umphlette

236

October 2, 1934

Mr. Earl L. McNutt
351½ E. Broadway
Eugene, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on October 1 for the grading and surfacing of the Spencer Butte Section of Fox Hollow Secondary Highway in Lane County, and had awarded to you the contract for such work at your bid price of $12,110.70.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

w

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works Highway Project NRS 236 (1935), Spencer Butte section of the Fox Hollow Secondary Highway, to Earl L. McNutt, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

September 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

The Acting Chief of Bureau on September 14, 1934, approved the project statement for Oregon USPW Highway Project No. NRS 236 (1935), involving the improvement of 1.4 miles of road known as the Spencer Butte Section of the Fox Hollow Highway, in Lane County.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Senior Highway Engineer

August 24, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Spencer Butte Section of the Fox Hollow Highway in Lane County. Number NRS 236 (1935) has been assigned to this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. NRS 236 (1935)
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

NATIONAL RECOVERY HIGHWAY ACT
~~FEDERAL AID ROAD ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~

Approved June 16, 1933, and acts amendatory
thereof and supplementary thereto.

(Date) August 24, 1934

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved June 16, 1933 ~~July 11, 1916 (39 Stat., 355)~~, entitled "An Act to encourage National Industrial Recovery, to foster, fair competition, and to provide for construction of certain useful public works ~~to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes~~," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Spencer Butte Section, Fox Hollow Highway

2. Between ~~control points of official description~~: a point in SW¼ of Section 17, T. 18 S., R. 3 W., and a point in NW¼ of Section 29, T. 18 S., R. 3 W.

3. Between intermediate control points if used: and

County of Lane

4. Length in miles (gross) 1.4 (net) 1.4

5. Preliminary estimate of cost: Total, $ 15,000; section of road to be first improved, $ 15,000,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Sufficient to insure completion: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 248, Laws 1930.
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—5072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income: Chapter 41, Laws 1927; Chapter 248, Laws 1930. (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon.

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

Chairman
(Title of officer.)

By

Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—8073

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S. Public Works project NRS 236 (1935), 1.338 miles of grading and crushed gravel surfacing on the Spencer Butte section of the Fox Hollow Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

September 5, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Spencer Butte Section, Project No. NRS 236 (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Secondary
Project No. NRS 236 (1935)

SPENCER BUTTE SECTION OF THE

FOX HOLLOW HIGHWAY IN LANE COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, September 5, 1934

Roadwork (Sta. 60+50 to 94+00) (Sta. 122+10 to 159+25)

All Required		Clearing and Grubbing		$ 200.00
130	cu. yds.	Trench Excavation	$1.00	130.00
11,000	" "	Excavation, Single Classification	0.60	6,600.00
9,000	yd. sta.	Overhaul	0.03	270.00
2,200	yd. mi.	Truck Haul	0.20	440.00
1.34	miles	Finishing Roadbed and Slopes	200.00	268.00
350	lin. ft.	8" Porous Drain Tile	0.50	175.00
14	" "	12" Corrugated Iron Pipe	1.50	21.00
24	" "	12" Concrete Pipe	1.50	36.00
105	" "	18" Asphalt Coated Corrugated Iron Pipe	2.50	262.50
95	" "	18" Concrete Pipe	2.50	237.50
2,600	cu. yds.	Base Materials in Surfacing	1.25	3,250.00
900	" "	Top Materials in Surfacing	1.60	1,440.00
350	" "	Filler	0.40	140.00
350	yd. mi.	Hauling Filler	0.20	70.00
30	lin. ft.	Placing 12" Corrugated Iron Pipe	0.50	15.00
			Sub-total	$13,555.00
			10% Engr. & Cont.	1,355.50
			Total	$14,910.50

Length of Roadwork	1.338 miles
Cost per mile	$11,143.87

National Recovery Secondary Funds Requested $14,910.50

September 1st, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the surfacing of the Eagle Creek Section of the Woodburn-Sandy Highway, Project No. NRS 237 (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. NRS 237 (1935)

EAGLE CREEK SECTION OF THE
WOODBURN-SANDY HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, September 1, 1934.

1,900	cu. yds.	Base Materials in Surfacing	$1.75	$3,325.00
1,000	" "	Top Materials in Surfacing	1.75	1,750.00
300	" "	Filler	0.50	150.00
300	yd. mi.	Hauling Filler	0.15	45.00
		Sub-total		$5,270.00
		10% Engr. & Cont.		527.00
		Total		$5,797.00

Length of Roadwork 1.164 miles
Cost per mile $4,980.24

NRS Funds Requested $5,797.00

FORM 9 A-1 13743 15M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

113-2

OREGON STATE HIGHWAY COMMISSION
SALEM

221

August 10, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATT: [illegible] C. SMITH

Dear Sir:

We expect to have plans for the grading and surfacing of the Fox Hollow Secondary in the Salem office next week.

It will be of considerable advantage to get surfacing on the first 1.6 [illegible] as early this Fall as possible as the sub-grade [illegible]. I suggest this be let as quickly as possible. Please advise what date bids for this project [illegible].

If a schedule of projects has been worked up showing dates [illegible] bids I would appreciate receiving a copy.

Very truly yours,

E. [illegible] Collier
Division Engineer

cc. R. [illegible]
E-C:AWF

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August 10, 1934

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

Please send in the regular form for Authority for Survey on the Fox Hollow, Territorial, Cape Arago, and Little Butte Secondary Highways. It is necessary that we have the data regarding cost, mileage, etc., for record in our files.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. N. Hackett
H.

CC to
R. H. Baldock

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

11

August [illegible], 1934.

IN REPLY PLEASE
REFER TO FILE NO.

E. E. [illegible]
Resident Engr.
Eugene, Oregon.

Dear Sir:

Inasmuch as the section of the Fox Hollow road to be improved this year has been partly graded on alignment without spirals Mr. Smith was given permission to complete construction of this section without spirals.

Very truly yours,

E. A. Collier
Division Engineer

cc. H. [illegible]. Smith
EAC:ZF

P.S.
The Fox Hollow road is class "E", [illegible] feet wide between ditches.
EAC.

CONTRACT# 1654,

SEE:

CONTRACT# 1538,

[illegible] District 15

CONTRACT#1654,

NRH 56-B Albany-Tangent Sec. 1935

1654

May 31, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of May 27, 1935, containing inquiry concerning the underrun in cutback asphalt used in the seal coat on the Albany-Tangent Section, Project No. NRH 56-B.

Your understanding is correct that a portion of the second seal coat was placed by state forces, and this occasioned the underrun for the item. While the cost of this work is included in the total cost of the project, no cooperation was requested on the item and its cost is included in the item "Other Contingencies, not Claimed."

The reason for the state applying a portion of the second seal coat with their own forces was on account of the necessary delay in time between application of the first and second seal coats. All work on the project had been completed except a short section of second seal coat which could not be completed until a period of several days had lapsed and since the cost to the contractor in moving his equipment back for such a minor amount of work was rather severe, the state agreed to complete the work with their own forces.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.__________

POST OFFICE BUILDING
PORTLAND, OREGON

May 27, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the statement of overruns and underruns recently submitted with the final voucher for Oregon USPW project NRH 56-B.

It appears that the width of paving was increased to 24', but we have never been furnished with a revised plan sheet showing the new typical section. Will you please submit revised prints as soon as possible so that we may recommend the voucher for payment.

No explanation is given for the underrun in emulsified or cutback asphalt in seal coat and it is our understanding that part of the seal coat was applied by state forces. Will you please explain the matter fully.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Revised Typ. sec. sent
[illegible]

FORM B-E-1 10000 8M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

#1654
R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

January 17, 1935

H. B. Glaisyer
Office

Dear Sir:

The Mountain States Construction Company completed work on their contract No. 1654 for remodeling the Oak and Lake Creek Bridges, NRH 56-B, on January 10, 1935. Will you please secure authority from the Commission to make final payment? X

Very truly yours
C. B. McCullough
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

RR LD

CONTRACT# 1655,

SEE:

CONTRACT# 581

CONTRACT #1655,
1753,

NRH 203-B Portland-Washington Co. 1934
1655 Line Sec.
1753

[redacted]

RECEIVED
JUN 17 1938
FOR FILING

June 17, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of June 13th, concerning payment for certain materials and supplies furnished by the contractor, in connection with Extra Work Order No. 1 on the Portland-Washington County Line Project, NRH 203-B (1935).

A careful reading of the provisions of the contract, which apply to payment for force account work, leads us to the conclusion that those provisions do not conform, as was intended, with the established policies which we have followed for many years. It has always been our policy to allow payment for all supplies and materials used in connection with force account work and to allow payment for any small tools or pieces of equipment that the contractor might be required to purchase specially for the force account work. Proper credits have been claimed, of course, for materials and tools retaining salvage value on completion of the work.

Under a technical interpretation of the provisions of the contract, the contractor might be charged with items such as form lumber, special tools and various kinds of fuel in an amount considerably greater than the fifteen per cent allowed him, which, of course, could never have been the intent of the provisions.

Our suggestion is that if you feel that you cannot accept the entire claim for federal cooperation, you eliminate all of the material and supply items except the lumber and the pipe. You might, also, eliminate the rental on the carbide lamps as there is some question of their having a value greater than twenty-five dollars. This arrangement will reduce our claim about $70.00, which is satisfactory to us. We feel, however, that we should be allowed payment for the lumber and there can be no question about the pipe being an eligible item.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon USPW project NRH 203-B (1935), Portland-Washington County line section of the West Side Pacific Highway, and specifically to Extra Work Order No. 1 issued to Jacobsen-Jensen Company for jacking culvert under fill.

Our Washington Office has questioned a number of items in the force account bill as being improper charges in view of your standard specification covering payment for force account work. All the charges for materials and supplies appear questionable, since the specification on page 17 provides only for payment for those materials actually incorporated in force account work, and that language does not appear broad enough to cover materials required during construction which are not left in place, nor supplies such as gasoline, carbide, flashlight batteries, etc. The claim for rental of carbide lamps is also questioned in order to determine if the lamps were of a value in excess of $25 each, since if they were of less value the above specification precludes payment of the rental.

Will you please review the force account bill and advise if you consider any of the materials and supplies to be proper charges, and if so give your reasons fully. Will you also please determine the value of the carbide lamps for which rental was charged. In the absence of further definite information it appears that, while the amount appears excessive in this particular case, the charges questioned above are covered by the paragraph on page 18 of your standard specifications which states that "the percentages allowed the contractor * * * shall be understood to be payment to the contractor for all superintendence, use of tools and small equipment, overhead expense, profit, indirect costs and losses of all kinds, and all other items of cost not specifically provided for, and no other payment will be made for any items of cost not included among the pay items stated above."

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

March 9, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of February 28th, concerning the final voucher for the Portland-Washington County Line Project (Project NRH 203-B).

Before taking up in detail the points mentioned in your letter, permit us to explain that the statement made in our previously submitted "Explanation of Overruns and Underruns," to the effect that the overruns in excavation and truck haul were due to "additional materials required to repair washouts and to widen fills for footpaths," was not intended to mean that the overruns were occasioned by washouts occurring during the progress of the work. It was intended to mean that in the original estimate, the quantities set-up to cover the replacement of materials that had been eroded or washed from embankments during the period that had elapsed between the grading of the roadbed and the awarding of the paving contract, were under-estimated, and that to do the work originally contemplated had required greater quantities of excavation and truck haul than had been included in the contract. The term "washouts" should not have been used at all as the deterioration referred to by that term is nothing more or less than the erosion and settlement which normally occurs in a new grade during the winter following the construction of the grade.

The nearest thing to a washout, that occurred during the progress of the paving contract, was a slide that occurred in one of the embankments previously constructed by the County. Possibly 500 cubic yards of embankment materials were lost in that slide.

The culvert replacement work covered by Extra Work Order No. 1 was the replacement of a part of a culvert previously installed by Multnomah County. The replacement was made necessary by the slide which is referred to in the preceding paragraph, the slide having pulled the culvert apart deep in the fill and thrown it out of line in such manner that it was made ineffective.

The culvert grouting work covered by Extra Work Order No. 3 was work that had to be done to prevent leakage of culverts which Multnomah County had previously installed without grouting.

As regards the possibility of our holding the paving contractor responsible for the damage suffered by the embankment and culvert as a result of the slide, we must advise that the general provision referred to in your letter have never been interpreted as making the contractor liable for damage resulting from slides unless some contributory negligence on the part of the contractor could be shown. Under technical interpretations, the provisions in Section 4 of our standard specifications, under the headings "Damage to Highway Structures" and "Responsibility for Loss or Damage to Work," might be construed as placing on the contractor the responsibility for damage of that nature, but the established practice of our Department, together with the provision in Section 8 which applies specifically to "slides," makes it impossible to sustain such an interpretation. The placing of such responsibility on the contractor is further made impossible, in the case under consideration, by the fact that the slide occurred in an embankment constructed by parties other than the contractor.

To consider the repair of the damage resulting from the slide a maintenance expense in which the federal government cannot participate is entirely out of line with your Bureau's policies, as work of an identical nature has been passed without question in many instances. Your Bureau has always looked upon work necessary to restore existing roadbeds and structures to their original conditions, when that work is done in connection with a construction or reconstruction project, as participating work, and it has always permitted federal cooperation in the removal of slides and in the repair of damage resulting from slides occurring during the progress of the work. This policy is sound, as the general practice everywhere is to consider the cost of such work a part of the construction expense. In the instance under consideration, the roadbed had never been fully completed, had never been opened to traffic and had never been considered to be under maintenance.

We hope that with the above explanations you will find it possible to pass the final voucher without deduction for any of the items mentioned.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1 - 1938
OREGON
STATE HIGHWAY COMMISSION

February 28, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final voucher for Oregon USPW project NRH 203-B (1935), Portland-Washington county line section of the West Side Pacific Highway, and specifically to the portion of the work included in your contract No. 1655.

Our Washington Office has questioned the overruns in quantities of excavation and truck haul, explained as being due in part to washouts, and has also questioned Extra Work Orders Nos. 1 and 3. Attention is called to the paragraph headed "Responsibility for Loss or Damage to Work" in Sec. 4 of the Standard Specifications. If the damage repaired occurred subsequent to the date of the contract, payment appears to be precluded as the contractor has accepted the sole risk. If the damage occurred prior to the date of the contract, the repairs appear to be properly chargeable to maintenance.

We are not certain to what extent the paragraph headed "Slides" in Section 8 of the Standard Specifications modifies the risk accepted by the contractor. Will you please advise us as to the proper interpretation of the two sections in relation to each other. Will you please also advise if the paragraph headed "Damage to Highway Structures" is interpreted to mean that the contractor shall be responsible for damage only when resulting from his operations, so that repairs such as those involved in this case, if not maintenance charges, would be properly covered by extra work orders.

We should appreciate any information you are able to furnish us in this connection, including a statement as to the amount of overruns due to washouts. Please expedite your reply to avoid undue delay in payment of the voucher.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

203-10

January 31st, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

In the matter of the extension of time on Oregon USPW project WRH 203-B (1935), Portland-Washington County Line Section of the Pacific Highway West.

An examination of the records indicates that the excavation and topping quantities were increased twenty-five and sixteen percent respectively. Since these were the quantities which delayed the job, particularly during the winter months, it would seem fair to allow the contractor an average of these two items - or twenty percent of the contract time, which amounts to 61 days.

I would, therefore, recommend that the contractor be allowed the foregoing amount of time without penalty.

Very truly yours,

State Highway Engineer

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. Probert

Dear Sir:

Reference is made to our letter of October 7, 1937, regarding the extensions of contract time granted to Jacobsen-Jensen Company in connection with Oregon USPW projects NRH 203-B (1935) and NRH 73-A (1935), Portland-Newberg section of the West Side Pacific Highway.

We should like to forward the voucher for NRH 203-B (1935) for payment, and a prompt reply to our letter will be appreciated. It has occurred to us that possibly some extension was justified by reason of the overrun in quantities and extra work. If that is the case, will you please advise how much extension was given for that reason.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

October 7, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the excerpt from the minutes of the Highway Commission meeting of October 28, 1935, submitted with the final voucher for Oregon USPW project NRH 203-B (1935), Portland to Washington County Line section of the West Side Pacific highway. We note that an extension of 30 days having previously been granted to Jacobsen-Jensen Company because of adverse weather conditions, an additional 14 day extension was granted without any reason being stated other than that the work was not completed within the time limit as originally extended.

While it is possible that the original 30-day extension may be approved by our Washington Office, we are not in a position to recommend approval of the 14 day extension. Unless we are advised of further facts which justified the second extension, under the terms of the contract we shall be obliged to recommend a reduction of $1,400 from the payment requested on NRH 203-B (1935) and NRH 73-A (1935) which were both included in the contract in question.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAY 24 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. NRH 203B(1935)
Portland-Washington County Line Sec.
of the Pacific Hwy.

December 5, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jar

Section B, Oregon U. S.
Public Works Highway Proj. NRH 203(1935)

Appr 22271

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 28, 1934, by the Oregon State Highway Commission, and on January 4, 1935, by the Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on November 8, 1935, by the said State Highway Commission, and on December 3, 1935, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section B of Oregon U. S. Public Works Highway Project No. NRH 203 (1935); and

WHEREAS, the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of said Section B be increased from $187,000.00 to $217,204.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section B be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of two hundred seventeen thousand, two hundred four and no/100 dollars ($217,204.00) as the share of the United States payable under said act on account of Section B of said project, which

> does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Paragraph (b) of Article III shall hereby be eliminated

Paragraph (c) of Article III shall read:

> "(c) The total amount of Federal funds allotted to this project is $217,204.00. This sum is divided as follows: $167,204.00 to be charged against the allotments made under Sec. 1 of the Hayden-Cartwright Act, and $50,000.00 against the regular Federal Aid appropriation."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of two hundred seventeen thousand, two hundred four and no/100 dollars ($217,204.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred twenty thousand, five hundred forty-one and 31/100 dollars ($220,541.31), the approved total estimated cost of Section B of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 5th day of November, 1936, and the Secretary of Agriculture on the 22nd day of Nov., 1936.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By
Member, State Highway Commission.

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Section B, Oregon U. S.
Public Works Highway Proj. NRH 203 (1935).

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Highway (1935) Project No. ~~NRH~~ 203-B/ State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $220,541.31 in lieu of $187,000.00 approved by certificate dated December 3, 1935. as the total estimated cost of said project, and the sum of $217,204.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 23d day of Nov.
one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4830

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

205-B

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. USPW-Hwy.Proj. No. NRH 203-B (1935)
Portland-Washington County Line Section

November 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

~~Enclosed also is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

730203B

June 23, 1936

Jacobsen-Jensen Company
517 N. E. Stanton St.
Portland, Oregon

Gentlemen:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of July 8, 1935 for an extension of time in which to complete your contract for paving the Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah and Washington Counties. There follows an excerpt from the minutes of the State Highway Commission meeting held on July 26, 1935 covering this matter:

" Jacobsen-Jensen Company, Contract No. 1655, for paving the Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah County and Washington County, requested an extension of time of 30 days to August 31, 1935, in which to complete this job, giving as their reason that late spring rains interfered with the progress of the work and were directly responsible for the delay. The Engineer advised that this job was delayed considerably by adverse weather conditions; also, that the greater part of the work will be completed within the specified time limit and the road will be open for public use, and that the work left to be done is of such a nature that it can be done satisfactorily even under highway traffic. He recommended that the extension requested be granted without penalty in view of the fact that the delay has caused very little, if any, interference with the free use of the highway and the State has experienced very little extra expense for engineering supervision. The Commission approved the Engineer's recommendation unanimously."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

DP

203-B

June 13, 1936

C. J. Montag & Sons
201 Couch Bldg.
Portland, Oregon

Gentlemen:

We find, upon investigation, that you have not been as yet notified of the action taken by the State Highway Commission on your request of January 24, 1935 for a 40 day extension of time in which to complete your contract no. 1662 for the construction of the overcrossing of the West Side Pacific Highway over the tracks of the Oregon Electric railroad in Multnomah County. There follows an excerpt from the minutes of the State Highway Commission meeting held on February 27, 1935 covering this matter:

"The Commission had under consideration the request of contractor C. J. Montag for an extension of time of forty days to March 12, 1935 in which to complete his contract for the construction of the overcrossing of the West Side Pacific Highway over the tracks of the Oregon Electric railroad in Multnomah County, Contract No. 1662, giving as his reason for such request that severe weather conditions prohibited the completion of the project within the specified time limit. The Engineer advised that the reason given by the contractor for the delay is correct, weather conditions during November and December being extremely bad. He further advised that the structure is being built on the section of road which is not yet open to traffic; therefore, the traveling public has not been inconvenienced by not having had the use of the structure; also that the State has not incurred any extra expense for engineering supervision. He recommended that the extension of time requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

DP

203-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

March 14, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed is one copy of a special provision relating to "Liability of Contractor and Surety for Payment of Amounts due Hospital Associations", which has been approved as a minor revision of the specifications for Oregon U. S. Public Works Projects NRH 73 (1935) and NRH 203-B (1935).

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

REFERRED TO
[illegible]

Ore. 73 (1935)

ADDITIONAL SPECIAL PROVISIONS

Liability of Contractor and Surety for Payment of Amounts Due Hospital Associations, Etc.:

Chapter 245, Oregon Laws, 1935, is by this reference thereto hereby made a part of this contract and of the bond which accompanies this contract to the same extent and effect and for the same purpose as though the provisions and requirements of said statute were written herein, and the conditions and obligations provided for in said statute shall and are deemed to be a part of the conditions and obligations of this contract and of the bond which accompanies the contract, and the principal and surety on said bond hereby agree to promptly "as due, make payment to any person, copartnership, association or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employees of such contractor, of all sums which the said contractor agrees to pay for such services and all moneys and sums which the contractor may or shall have deducted from the wages of his employees for such services pursuant to the terms of Sections 49-1501, 49-1502, 49-1503 and 49-1504, Oregon Code 1930, and any contract entered into pursuant thereto, or collected or deducted from the wages of said employees pursuant to any law, contract or agreement for the purpose of providing or paying for such service." Said principal and surety further expressly agree to comply with all of the terms, provisions and requirements of said Chapter 245, Oregon Laws, 1935.

APPROVED: R. E. Boykin
ACTING CHIEF, BUREAU OF PUBLIC ROADS

August 19, 1935

73
203-B

February 17, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of February 14, 1936, we are enclosing herewith eight copies of the special provision page containing the specification covering liability of contractor and surety for payment of amounts due hospital associations, etc., which pages were not included in the bid proposals for the Portland-Washington County Line Section, Projects Nos. NRH 73 (1935) and NRH 203-B (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREGON

February 14, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to copies of Contract No. 1753, covering Oregon USPW Projects Nos. NRH 73 (1935) and NRH 203-B (1935).

Will you please furnish us with eight copies of page of additional special provisions, liability of contractor and surety for payment of amounts due hospital associations, etc. These pages did not accompany the original P. S. & E. papers as submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By F.E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
10 FEB 1936
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

February 6, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon NRH 203-B, Portland-Washington County Line Section, West Side Pacific Highway, was made by a representative of this office on January 31, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

#1650

73 &
203 D.

January 28, 1936.

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1655 for the construction of the Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah and Washington Counties, has been completed by the contractors, Jacobsen-Jensen Company, and that final settlement will be made by the State with said contractors for work done under this contract, on or after February 7, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $158,270.28, including the final payment. Of this amount $2,955.07 was force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

FORM 8-A-1 6M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 15, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
U.S.Bureau of Public Roads,
New Post Office Bldg.,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

This is to inform you that all work on The Roadside Improvement Project No. M.R.H. 203-B was completed on Saturday, January 11, 1936. This project is on the Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah County.

Sincerely yours,

R. H. BALDOCK,
State Highway Engineer,

By

David E. Thompson,
Resident Engineer.

DET/H

CC to
R.H. Baldock ✓
S. H. Probert
H. G. Smith
Geo. H. Otten

Form 39—21763—6M—5-35

ORE STATE HIGHWAY DEPARTM

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date January 11, 1936

Job name Portland-Wash. Co. Line Section

Week from Jan. 5 **to** Jan. 11, 1936

Mail address Multnomah

Highway West Side Pacific

Telegraph or telephone address

County Multnomah **Job Prefix** 86-1108

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Monday:— Crew off today. Too wet and muddy to get any results on job.

Tuesday:— No work.

Wednesday:— Foreman decided to work in spite of continued rain. Hauled topsoil and prepared Δ at Station 68 for planting. Finishing and mulching.

Thursday:— Planted 116 shrubs in Δ at Sta. 68; 24 trees, 40 shrubs, and 16 vines at [illegible] [illegible] Sta. 53 to 56.

Friday:— Hauled peat moss and sheep guano from Portland to Jennings Lodge nursery to replace amount used on job. Started staking and tieing trees. Finishing work. Cleaning ditches.

Saturday:— All trees staked and tied. General cleaning and finishing work.

Signed J. L. Risley

Title Timekeeper

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER [illegible]DITIONS A. M.	P. M.
Sunday . . .	[illegible]	[illegible]
Monday . . .	[illegible]	"
Tuesday . . .	"	"
Wednesday . .	"	"
Thursday . .	"	Cloudy
Friday . . .	"	Rain
Saturday . . .	Cloudy	"

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage o[illegible]ction to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

#1753

75
2-02-13.

January 10, 1936.

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern, Agent
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1753, for the construction of the West Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah & Washington Counties, has been completed by the contractor, Harold Blake, 400 N. Thompson Street, Portland, and that final settlement will be made by the State with said contractor for work done under this contract, on or after January 20, 1936.

The State is not advised of any unpaid claims for labor or material or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $32,746.10, including the final payment. Of this amount $14.32 was force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

Form 39—21763—6M—5-35

ORE[illegible] STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date January 4, 1936

Job name [illegible]

Week from [illegible] *to* [illegible]

Mail address [illegible]

Highway West Side [illegible]

Telegraph or telephone address

County Multnomah *Job Prefix* [illegible]

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Monday — [illegible]

[illegible] at Stations [illegible]

[illegible]

[illegible]

[illegible]

Signed J. F. Risley

Title Timekeeper

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS	
	A. M.	P. M.
Sunday		
Monday		
Tuesday		
Wednesday		
Thursday		
Friday		
Saturday		

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

Form 39—21763—6M—5-35

203B

ORE[illegible] STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date December 2[illegible], 1935

Job name [illegible]

Week from Dec. 22 to Dec. 28, 1935

Mail address Multnomah

Highway West Side Pacific

Telegraph or telephone address At 0774

County Multnomah Job Prefix 26-1128

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

[illegible] 22. [illegible] ridge
([illegible]) [illegible]

[illegible] party. Placed 24 stakes
at [illegible]

[illegible]

[illegible] 45+88, 40 stakes at
Sta. [illegible], [illegible]

[illegible] — [illegible] at Sta. [illegible]+14+50 and 15 [illegible] at
Sta. [illegible] [illegible] Dobbeler
[illegible] party.

[illegible] — [illegible]

Signed J. F. Risley

Title Timekeeper

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS	
	A. M.	P. M.
Sunday . . .		
Monday . . .		
Tuesday . . .		
Wednesday . .		
Thursday . .		
Friday . . .		
Saturday . . .		

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

Form 39—21768—6M—[illegible]

203-13

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date [illegible], 1935

Job name Portland-Wash. [illegible]

Week from [illegible] to [illegible] 1935

Mail address [illegible]

Highway [illegible]

Telegraph or telephone address [illegible] 6774

County [illegible] Job Prefix [illegible]

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

[illegible] at Sts. 50-53.
Mr. [illegible]

[illegible] at Sts. 50-53,
and [illegible] Mr. Thompson and
[illegible]

[illegible] with safety. Dug
[illegible]

[illegible] 46 [illegible] at Sts. 60-61,
and [illegible]

[illegible] at Sta. 61-76.

[illegible] Mr. Thompson
[illegible] Mr. [illegible] them down.

Signed J. F. Risley

Title Timekeeper

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS	
	A. M.	P. M.
Sunday . . .		
Monday . . .		
Tuesday . . .		
Wednesday . .		
Thursday . .		
Friday . . .		
Saturday . . .		

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of [illegible]*ion to be surveyed* ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

FORM S-A-1 5M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

December 18th, 1935

Jacobsen-Jensen, Contractors
517 N. E. Stanton St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 27th, discussed at considerable length your request for extra compensation in connection with the change of topping pits on the Portland-Washington County Line Section. Inasmuch as the specific agreement had been drawn up covering the change of pits at the time the change was made, the Commission felt that they were without authority, under the law, to reopen the subject and make additional compensation for a matter which had been covered under a written agreement. They, therefore, very reluctantly decided to deny your request for any further compensation.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

Form 39—18720—3M—1-35

OR[illegible]N STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date ...., 193...

Job name [illegible]

Week from .... *to* [illegible]

Mail address [illegible]

Highway ....

Telegraph or telephone address [illegible]

County [illegible] *Job Prefix* ....

Express and freight address ....

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

[illegible]

[illegible]

[illegible]

[illegible] 31-41.

Grading [illegible]

Wednesday [illegible] to Salem

[illegible]

[illegible]

[illegible]

Friday [illegible]

[illegible]

[illegible]

[illegible]

Signed J. F. Risley

Title Timekeeper

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS A. M.	WEATHER CONDITIONS P. M.
Sunday . . .		
Monday . . .		
Tuesday . . .		
Wednesday . .		
Thursday . .		
Friday . . .		
Saturday . .		

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage [illegible]*ion to be surveyed* ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
Stencil No. 124 DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRH 203-B (1935)

POST OFFICE BUILDING
PORTLAND, OREGON

December 11, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCanfield
L. J. Canfield
Highway Engineer

Encls.

Fon

Section B,
Oregon U. S. Public Works Highway
Project No. NRH 203 (1935).

Hyp. 22271

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 28, 1934, by the Oregon State Highway Commission, and on January 4, 1935, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section B of Oregon U. S. Public Works Highway Project No. NRH 203 (1935); and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section B to provide for the construction of an additional 20-foot lane of cement concrete pavement between survey stations 128+60 and 199+94.9, thereby increasing the width of the pavement to 44 feet for the entire length of the project; and by reason thereof has requested that the estimate of cost approved for said Section B be increased from $185,694.74 to $220,541.31, and that the Federal funds approved and set aside to the credit of said Section B be increased from $185,694.74 to $187,000.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section B be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred eighty-seven thousand and no/100 dollars ($187,000.00) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Clause (a) of Article I shall read:

"(a) By the State, from funds apportioned under act approved June 18, 1934 (Public No. 393, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Paragraph (c) of Article III shall read:

"(c) The total amount of Federal funds allotted to this project is $187,000.00. This sum is divided as follows: $137,000.00 to be charged against the allotments made under Sec. 1 of the Hayden-Cartwright Act, and $50,000.00 against the regular Federal aid appropriation."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of one hundred eighty-seven thousand and no/100 dollars ($187,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred twenty thousand, five hundred forty-one and 31/100 dollars ($220,541.31), the approved total estimated cost of Section B of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 8th day of November, 1935, and the Secretary of Agriculture on the 3d day of Dec., 1935.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission

By Henry F. Cabell
Member, State Highway Commission

By F L TouVelle
Member, State Highway Commission.

Secretary of Agriculture,

By ______________________
Acting Chief, Bureau of Public Roads.

'36

Section B,
Oregon U. S. Public Works Highway
Project No. NRH 203 (1935).

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub.Wks.Hwy. Project No. NRH 203-B (1935), revised State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 220,541.31 in lieu of the $185,694.74 approved by Certificate of Jan. 4, 1935, as the total estimated cost of said project, and the sum of $ 187,000.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 3d day of December one thousand nine hundred and thirty-five

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934

73
293.B

December 10, 1935

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

The State Highway Commission, at its meeting held on November 27th, denied the request of Jacobsen-Jensen Company for extra compensation in connection with their contract for the construction of the Washington County Line paving project.

Very truly yours,

Secretary

HBG:MBL

REFERRED TO
Mr. Glaisyer
By State Highway Engineer

For Com. meeting

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

November 23, 1935

eer

Jensen Company, general contractors, requested an
ortland-Washington County Line paving project,
it be discussed at the next meeting of the Commission
entative commitments. The contract specified that
of selected roadbed topping should be secured from
Durham. This pit was immediately adjacent to the
large Washington County pit, from which many thousands of cubic yards had been removed. Several test holes were dug in various places in the pit, and it was considered to be a pit such as we customarily use for gravel topping.

Some consideration was given the contractor to the possibility of moving the yardage through the Washington County plant, but this was deemed impractical in view of the Bureau regulations discouraging the use of county owned equipment; and the enforcement of these regulations became increasingly more rigorous so that it would have been more impractical to use the county plant.

The contractor installed drag line equipment to load this material but eas unable to made any headway on account of the large boulders and the percentage of mud which collected in his pit. After much experimentattion with different buckets and various set-ups he asked and obtained permission to obtain the material from the gravel pit on the easterly side of the Super Highway near Milwaukie. This change of site was fully covered by a modification of the contract in which the contractor agreed to secure the new material and deliver it onto the road without any additional expense to the State.

Upon completion of the contract, however, in finding that he did not make his anticipated profit he has suggested that he should be reimbursed for the extra hauling, averaging 1½ miles, which amounts to about $2900.

2M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 25, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Jacobsen-Jensen Company, general contractors, requested an adjustment on the Portland-Washington County Line paving project, and I suggest that it be discussed at the next meeting of the Commission before making any tentative commitments. The contract specified that 20,800 cubic yards of selected roadbed topping should be secured from a pit located near Durham. This pit was immediately adjacent to the large Washington County pit, from which many thousands of cubic yards had been removed. Several test holes were dug in various places in the pit, and it was considered to be a pit such as we customarily use for gravel topping.

Some consideration was given the contractor to the possibility of moving the yardage through the Washington County plant, but this was deemed impractical in view of the Bureau regulations discouraging the use of county owned equipment; and the enforcement of these regulations became increasingly more rigorous so that it would have been more impractical to use the county plant.

The contractor installed drag line equipment to load this material but eas unable to made any headway on account of the large boulders and the percentage of mud which collected in his pit. After much experimentattion with different buckets and various set-ups he asked and obtained permission to obtain the material from the gravel pit on the easterly side of the Super Highway near Milwaukie. This change of site was fully covered by a modification of the contract in which the contractor agreed to secure the new material and deliver it onto the road without any additional expense to the State.

Upon completion of the contract, however, in finding that he did not make his anticipated profit he has suggested that he should be reimbursed for the extra hauling, averaging 1½ miles, which amounts to about $2900.

R. H. Baldock
11/23/35
Page 2

The contractors Jacobsen-Jensen have no legal right to any additional compensation inasmuch as they voluntarily suggested the terms under which they wished to change the site of the topping material; but they could have made out a very good case had they insisted that the Durham pit was unsuitable and refused to proceed with the topping until a more satisfactory pit were obtained. They are very satisfactory contractors and have always finished their jobs without any legal quibbling over the details of the work, and therefore, it is equitable that we take no unfair advantage by refusing to consider any adjustment in this matter.

Their case lacks convinciveness because they made a profit of $5704 on the material hauled. Their answer to that is that they lost some $4,000 in attempting to operate the Durham pit, which would largely offset the profit on the haul, and that the price bid for concrete pavement of $1.38 per yard was without profit and that profit on the job was originally figured in the topping.

It is quite clear that no contractors have been able to lay concrete pavement for $1.38 per aquare yard and that Jacobsen-Jensen only made 5% on this contract. I am of the opinion that the Durham pit was not of the character of gravel generally used for topping, and had the contractor insisted on an adjustment at the time he discontinued his operations there we should have been justified in some adjustment. I am not insistant that the modified contract be rigorously followed and would be agreeable to an adjustment for the extra haul if the Commission considers this equitable.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

SSIONERS
ENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

October 5, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir: Attention: H. G. Smith

Herewith attached is a report from Frank Young and Mr. Eason regarding the claim of Jacobsen and Jensen on their Barbour Boulevard contract-contract No. 1655.

It appears that a payment through Jacobsen and Jensen for the extra one mile and one-half haul is justified as the conditions encountered in this gravel pit were entirely unlooked for and were contrary to what the State expected of the pit when the contract was let. I hereby recommend this settlement.

Yours very truly,

WM. E. CHANDLER
Division Engineer

WEC:EB

1935

SIONERS
NRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
CARL G. WASHBURNE, Eugene

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

Office of WM. E. CHANDLER, Division Engineer
SALEM

October 5, 1935

In Reply Please
Refer to File No.

COPY

Wm. E. Chandler
Division Engineer
Salem, Oregon

Dear Sir:

Young's report covers the matter in as much as the Durham pit proved unsatisfactory because of the limited output and costly operation. I believe the State might cooperate to the extent of assuming the extra haul cost to the contractor. He lost $4000.00 on the attempted operation of the Durham pit and then paid the royalty on the Milwaukie material--$1205.00. The extra haul of one mile and a half at $.08 on 24,118 cubic yards amounts to $2894.16. The agreement with the contractor provides for his assuming these costs.

Yours very truly,

WM. E. CHANDLER
Division Engineer

By

F. D. Eason
Assistant Division Engineer

Oregon City, Oregon
Sept. 30, 1935

26-1007

Mr. W. B. Chandler
Division Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

In reply to Mr. Smith's letter to you, of September 14th, relative to adjustment of haul on gravel topping used in connection with Jacobsen - Jensen Company's contract number 1655 I submit the following.

The contract stated that the material in question should be obtained from a pit located at Durham Station and which was acquired by the State for that purpose. In defense of this provision will say that the land acquired by the State joins a gravel pit owned and operated by Washington County. The County, however, is equipped for washing the material while Jacobsen and Jensen attempted to screen out the oversized by running a small pipe line into the pit but with no water in the screens. Their attempted operations were carried on from February 23rd to March 12th at an expense of between four and five thousand dollars. Their output during this period was 811 cubic yards. Owing to the lack of water, material delivered onto the roadbed carried an excess of clay and was not satisfactory for the purpose intended. The contractors, however, were allowed to continue operations as there was no doubt a sufficient gravel deposit was available upon reaching a certain depth. However, on March 12th contractor requested the priviledge of abandoning the pit and to obtain his material from the pit near Milwaukie. Mr. Eason for the department agreed to the change and Jacobsen - Jensen Company signed an agreement to take the balance of the material from the Milwaukie pit and to assume what extra cost would be involved, one item of which was an additional haul of one and one-half miles.

The contract bid price for haul was fifteen cents per yard mile. Contractor was able to arrange with various truck owners to haul on a basis of eight cents per mile with a guarantee of wages not less than those stipulated in the contract. There were 24,118 cubic yards hauled from the Milwaukie pit for a total mileage haul of 122,827 yard miles. This produced at fifteen cents per yard mile a return to the contractor of $18,424. Output to the truck owners at eight cents on the 122,827 yard miles involved was $9,826. In addition to this it was necessary to pay the truck men eight cents per mile on 24,118 cubic yards for the additional one and a half mile haul assumed by the contractor. This amount would therefore be $2,894, thus the total amount paid out by the contractor for hauling all material originating in the Milwaukie pit was $12,720 leaving a net profit of $5,704. It might be said in passing that in addition to the extra haul it was necessary for Jacobsen - Jensen Company to pay the owner of the Milwaukie pit a royalty of five cents per cubic yard.

It is readily seen from the above figures that while the haul item showed a profit, this was offset by a loss of some $4,000 in attempting to operate the Durham pit.

The total bid for this contract was very low, the price for concrete pavement being $1.38 per square yard. There is no doubt but that the bid was unbalanced and that the contractor had expected to make a good profit on the items of roadbed topping and haul. Aside from some errors in setup of his plant at the Durham pit the work was carried forward ecomomically and to the satisfaction of the department.

Yours very truly

F. T. Young
Resident Engineer

24118
8226

FTY:HA

3-1-3

MODIFICATION OF CONTRACT

THIS AGREEMENT, made and entered into this 4th day of April, 1935, by and between the STATE OF OREGON, acting through its State Highway Commission, hereinafter called the "State", party of the first part, and JACOBSEN-JENSEN CO., a corporation, 517 Northeast Stanton Street, Portland, Oregon, hereinafter called the "Contractor," party of the second part;

WITNESSETH:

THAT WHEREAS, heretofore on the first day of October, 1934, the parties hereto entered into a contract for paving and other work on the Portland-Washington County Line section of the West Side Pacific Highway in Multnomah and Washington Counties, designated as Contract No. 1655 of the Oregon State Highway Commission; and

WHEREAS, the said contract provided that the Contractor should secure materials for gravel roadbed topping from the gravel deposit at Durham three miles southeast of the Red Rock Dairy on the West Side Pacific Highway and 3.3 miles from the south end of the project; and

WHEREAS, the Contractor in securing materials from the said source has found the same expensive and the cost of materials secured from said location excessive and desires, for its own use and benefit, to secure materials from a gravel pit on the easterly side of the East Portland-Oregon City Highway between Milwaukie and the city limits of Portland, and has requested permission from the State Highway Commission to secure materials for the said work from the said source north of Milwaukie instead of from the gravel deposit at Durham; and

WHEREAS, it is and will be of advantage and benefit to the Contractor for the State to allow the substitution of the said source of materials in that Contractor may prosecure its work more economically thereby, and the said substitution is and will be of advantage and benefit to the State in expediting the completion of the contract work;

NOW, THEREFORE, IT IS HEREBY MUTUALLY AGREED by and between the parties hereto as follows:

That in lieu of the aforementioned gravel deposit at Durham the Contractor may and shall secure materials for gravel roadbed topping from the said gravel pit on the easterly side of the East Portland-Oregon City Highway between Milwaukie and the city limits of Portland, upon the following terms and conditions:

1. Contractor shall bear all costs and expense of the right to take materials from the said source of supply north of Milwaukie, including the right of access thereto, without any cost or additional expense on the part of the State on account of land values, fencing, royalty, easements, hauling roads, or any other matter whatsoever.

2. Contractor shall strip all overburden from the said source of supply and shall dispose thereof at its own cost and expense and without any reimbursement therefor from the State.

3. The yard miles of haul for hauling topping materials for which the Contractor shall be paid shall be the yard miles of haul for the materials incorporated in the work under said item which would have been payable by the State if the Contractor had secured and had hauled said materials from the Durham gravel pit; it being the intention that the State shall not be obliged to pay for any extra hauling of gravel roadbed topping materials on account of the change in sources of supply.

4. On the areas outside of the outside edges of the new pavement, the top three inches of the gravel topping shall be screened gravel conforming with the size and grading requirements specified on Sheet No. 24, of the special

provisions of the contract (Contract No. 1655). In all other portions of the topping, it shall be optional with the contractor whether he uses screened gravel conforming with the size and grading requirements specified on said sheet No. 24, of the special provisions or pit-run gravel from which are eliminated, by raking out after the materials are delivered on the road, or otherwise, all stones too large to be satisfactorily incorporated in the topping course.

5. Except as otherwise provided in paragraph 3 above, the basis of measurement and payment for the gravel topping shall be as stated on sheet No. 25 of the special provisions of the contract (Contract No. 1655). No additional allowance of any kind is to be made in connection therewith.

6. Payment on the above indicated basis will be accepted by the contractor as full compensation for all work and expense involved in the furnishing, hauling and placing of the gravel topping materials, including compensation for all delay and extra expense entailed by the changing of the source of gravel from the Durham deposit to the deposit north of Milwaukie and for all of whatever nature performed in obtaining and furnishing materials from those sources.

IN WITNESS WHEREOF, the State of Oregon, by and through its State Highway Commission, executes this contract and the said Contractor does sign and seal the same as of the day and year first above written.

ATTEST: H. B. Glaisyer
Secretary

APPROVED: R.H. Baldock
State Highway Engineer

In the presence of:

STATE OF OREGON, by and through
its State Highway Commission

By Henry F. Cabell
As Chairman

By E. B. Aldrich
As Commissioner

By Carl G. Washburn
As Commissioner

JACOBSEN-JENSEN CO.

By Jacob Jensen
President

By K. F. Jacobsen
Vice President

By K. F. Jacobsen
Secretary-Treasurer

CONSENT OF SURETY

For and in consideration of the mutual benefits and advantages to be derived and enjoyed on account of the above modification of contract, Great American Indemnity Company, by and through Harvey Wells, its Attorney-in-Fact, and Harvey Wells Insurance Agency, Resident Agent, hereby consents and agrees to the above modification of contract and agrees that the bond given on the original contract No. 1655 shall apply to the work to be done under the terms and conditions hereinabove stated the same as though the said work and terms and conditions had been incorporated in and had been a part of the said original contract.

Dated this 30th day of March, 1935

GREAT AMERICAN INDEMNITY COMPANY

By Harvey Wells
Attorney-in-Fact

By Harvey Wells Insurance Agency

By Harvey Wells (Pres.)
Resident Agent

JWD:AW
3/16/35

Form 39—18720—3M—1-35

ORE[illegible]N STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date [illegible], 1935

Job name [illegible]

Week from [illegible] *to* [illegible]

Mail address [illegible]

Highway [illegible]

Telegraph or telephone address

County [illegible] *Job Prefix* 26-1108

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Monday -- [illegible]

Tuesday -- [illegible] looked [illegible]

Wednesday [illegible]

[illegible]

Friday -- The [illegible]

Saturday -- [illegible]

Signed J. F. Risley
By
Title David E. Thompson
Res. Engr.

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS A. M.	WEATHER CONDITIONS P. M.
Sunday . . .		
Monday . . .		
Tuesday . . .		
Wednesday . .		
Thursday . .		
Friday . . .		
Saturday . .		

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage [illegible]*ion to be surveyed* ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

FORM 2-A-1 10M 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

#1753

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 29, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

All work has been completed on Contract No. 1753 with Harold Blake, for paving the West Portland-Washington County line Section of the West Side Pacific Highway in Multnomah County. The date of completion was November 20, 1935. Acceptance of this project by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by R. Reisner/ME

Secretary

COST DATA--FINAL REPORT

West Side Pacific Highway, Portland-Washington Co. Line Section,
Concrete Paving, Contract, Prefix 26-1007 (26PM)

Nov. 25, 1935

Jacobsen and Jensen, Contractors
F. T. Young, Resident Engineer

	Total Cost	Quantity		Unit Cost	Unit Bid	Gross Earned
Excavation	$5998.31	15,481	Cu. Yds.	.387	.49	$7,585.69
Truck Haul	922.68	4,257.2	Yd. Mi.	.216	.20	851.44
Compacting	5312.62	202,213	Cu. Yds.	.02627	.05	10,110.65
Finish Rd. Bed Slopes	1114.68	3.26	Miles	341.92	40.00	130.40
Removal of Old Pavement	687.52	2,261.6	Sq. Yd.	0.303	.30	678.48
12" Corrugated Iron Pipe	68.52	60.0	Lin. Ft.	1.14	2.00	120.00
Gravel Topping	13861.01	24,928.7	Cu. Yd.	0.556	.45	11,217.92
Haul Topping	13637.16	128,327.7	Yd. Mi.	0.106	.15	19,249.16
1¼"-0" Rock Sub base & Shoulders	809.32	493.5	Cu. Yd.	1.64	2.00	987.00
3/4"-0"Rock in Surf. & Shoulders	3309.50	2,086.7	Cu. Yd.	1.586	2.00	4,173.40
Sand Cushion	1936.15	2,012	" "	0.962	1.00	2,012.00
Filler	9.00	22.5	" "	0.40	.40	9.00
Haul Filler	15.18	168.8	Yd. Mi.	0.09	.20	33.76
Aggregate in Footpath	2249.49	443.5	Cu. Yd.	5.072	4.00	1,774.00
Road Oil in top of Footpath	737.62	23.03	Tons	31.65	30.00	690.90
Portland Cement Pavement	85,536.51	58,530.24	Sq. Yd.	1.46	1.38	80,771.73
Expansion Joints	1,014.81	6,113.2	Lin. Ft.	0.166	.20	1,222.64
Contraction Joints	550.23	29,161.2	" "	0.019	.03	874.84
Tie Bars & Reinforc.	1,204.83	24,353.08	Lbs.	0.0494	.05	1,217.65
Dowels	3,716.93	29,280	Only	0.126	.10	2,928.00
Class "B" Asp. Conc.	4,371.73	933	Tons	4.685	4.50	4,198.50
Class "C" " "	833.56	176	"	4.736	4.50	792.00
Surface Finish PA #2	56.35	1,126.9	Sq. Yds	0.05	.05	56.35
12" Perf. Conc. Sewer PA #2	744.41	1,176	Lin. Ft.	0.633	.95	1,117.20
9" Perf. Iron PA #2	51.04	58	" "	0.88	1.00	58.00
Catch Inlets PA #2	110.09	7	Only	15.72	25.00	175.00
Trench Excavation PA #2	176.84	189.3	Cu. Yd.	0.934	1.00	189.30
Gravel Back fill 3" to 1" PA #2	236.46	120	" "	1.97	2.35	282.00
Construct Center Strip 2 course PA #3		738	Tons		.35	258.30
Cement Adjustment PA #4		658.13	Bbls.		2.355	1,549.90
Force Account	2,830.24					2,953.07
	* 152,102.90					$158,270.28

Gross Earning	$158,270.28
Total Cost	152,102.90
Net Profit	$6,167.38

Net Profit equals 3.896% of Gross Earnings

Remarks:

This job consisted of completing regrading and reshaping roadbed, compacting 200,000 cubic yards of fills by jetting, 3.3 miles of topping anc concrete paving, with asphaltic concrete center strip necessary, shoulders and an oil bound rock path the length of the job and necessary road approaches.

The job was bid October 1, 1934, and work started October 12, 1934. Compaction of fills was carried on throughout the winter by diking and jetting. Water for flooding was partly purchased from local water districts and partly pumped from creeks along the right of way. Almost continuous rain during compaction operation reduced water expense and decreased cost.

About 900 cubic yards of gravel topping was produced from a plant erected by contractor on State owned pit near Durham, 3.8 miles from south of job. This plant was moved once and then abandoned, after spending about $4500 in erection and operation, due to excess of oversized material and small production.

Balance of topping was taken from a pit north of Milwaukie along the S.P. tracks and required a dead haul 1½ miles longer than from Durham pit. The contractor built a road from the pit to the Super highway, and material was loaded into trucks with a 1¼ cubic yard Lorain gas shovel at an average of about 1000 cubic yards per 8 hr. day.

Sand cushion, mineral aggregate and 3/4"-0" shoulder material were hauled from Shuld Bros. plant at Bell Station. Batching was done along the right of way at two different set-ups, using a ½ cubic yard gas clam shell crane and portable weigh bunker; trucks hauled to skip.

About 1500 cubic yards of Columbia River sand was purchased from Harold Blake, Curry Street plant, to complete concrete pavement when Shuld Bros. sand failed to meet specifications.

Hunt process of curing was used with two applications, one before and one after delayed finish.

A Lakewood vibrating finishing machine was used to finish about 17.700 sq. yds. which made an additional cost of $975 or about 1 2/3 cents per sq. yd. for entire job.

Concrete was mixed with a 7 sack latest type Koehring Mixer. The paving operations were well organized and good progress was made (averaging 217 sq. yds. per hr. operating time), and costs were low. However, concrete paving was bid too cheap.

Asphaltic concrete was purchased from Kernand Kibbe at the foot of East Madison St. at a final cost of $3.55 per ton at plant.

E. H. Clymer
By Ross C. Miles

COST DATA—FINAL REPORT

West Side Pacific Highway, Portland-Washington Co. Line Section,
Concrete Paving, Contract 1655, Prefix 26-1007 (26PM)

Jacobsen and Jensen, Contractors
F. T. Young, Resident Const. Engineer

Labor:

Labor	$28,365.02	
Supervision	2,063.24	
SIAC Rate	1,070.41	
		$31,498.67

Materials:

12" Corrugated Pipe	60	Lin. Ft.	.74		44.92	
Purchase Topping (Royalty)	24,118	Cu. Yd.	.05		1,205.90	
1½"-0" Crushed Rock	493½	Cu. Yd.	1.00	at Plant	493.50	
3/4"-0" " "	2,086.7	" "	1.40	Del.	2,921.38	
Sand Cushion	2,012	" "	.75	"	1,509.00	
Concrete Aggregate	13,901	" "	1.07	Del.	14,874.07	
Concrete Sand	1,563½	" "	0.90	at Plant	1,407.15	
(From Pacific Bldg. Material Co.)						
9-7-9 Expansion Jt.	6,113.2	L. Ft.	0.1346		822.83	
¼x2 Contraction	29,161.2	" "	0.0148		431.58	
½x2 "	26,388	" "	0.0228		601.65	
Sleeves	29,280	Only	0.025		732.00	
Dowels	29,280	"	0.0773		2,263.34	
Tie Bars & Rein.	24,353.08	Lbs.	0.03495		851.14	
Class "B" Asphaltic Concrete	933	Ton	3.55		3,312.15	
Class "C" Asphaltic Concrete	176	"	3.55		624.80	
Cement	18,959¼	Bbls.	2.05		38,866.46	
1¼" to 3/4" Crushed Rock	205½	Cu. Yd.	1.25	Del.	256.87	
3/4" to ½" Crushed Rock	121	" "	1.50	Del.	181.50	
½" to ¼" Crushed Rock	35½	" "	1.50	"	53.25	
¼" to 0" Crushed Rock	81½	" "	2.00		163.00	
Road Oil for footpath	23.9	Tons	17.96		429.37	
12" Perf. Conc. Pipe	1176.	L. Ft.	.50		588.00	
9" Perf. Pipe	58	" "	.67		38.86	
Catch Inlet Tops	7	Only	6.00		42.00	
3" Gravel Backfill	120	Cu. Yd.	1.25	Del.	150.00	
Force Materials					961.46	
Asphalt for Joints					47.10	
						73,873.18

Equipment Rental , Gas, oil & Grease, and Miscellaneous:

Equipment Rental	$11,752.42	
Gas, oil and grease	3,565.77	
Fuel Oil	121.65	
Chargeable Parts and Repairs	713.82	
Small Tools	995.78	
Truck Rental (Including gas, haul, topping)	10,387.86	
Other Trucks Rent, [illegible]g (Including gas & oil)	3,916.35	
Form Lumber & Stakes (1400 M)	846.25	
Water Purchase Compacting fill	452.03	
Water Purchase Concrete Black Top	378.46	
Pipe Rental	380.00	
Move in Set-up (Gravel Pit Parts Only)	2,015.16	
Move in and out	1,675.90	
Hunt Process for Curing (0.03½ per sq. yd.)	2,264.53	
Painting Dowels (.30 per 100 lbs.)	262.87	
Powder	85.57	
Bond 1% of Gross Earned	1,582.70	
Liability & Property Damage	547.50	
Portland Office Expense (10 mo. 300.00 per mo.)	3,000.00	
Miscellaneous Expense	1,418.08	
Sacks Lost & No Credit	40.70	
Coal for Rollers	142.40	
Mixing Ready mix Concrete	185.25	
		$46,731.05
Grand Total		$152,102.90

RT

COST DATA--FINAL REPORT

West Side Pacific Highway, Portland-Washington Co. Line Section,

Concrete Paving, Contract 1655, Prefix 28-1007 (28PM)

Jacobsen and Jensen, Contractors

F. T. Young, Resident Maintenance Engineer

Cost of Laying 58,530.24 sq. yds. of Portland Cement

Concrete 9 - 7-9

	Total Cost	Quantity		Unit Cost
Fine Grade	$2913.24	58,530.24	Sq. Yd.	0.050
Ribbons	3889.64	"	"	0.066
Batch	4233.91	"	"	0.072
Mix & Lay	11799.72	"	"	0.202
Mineral Aggregate	16281.22	"	"	0.278
Cement	38909.36	"	"	0.665
Water	871.03	"	"	0.015
Cure	2264.53	"	"	0.039
Clean and Pour	178.43	"	"	0.003
Traffic Overhead	4195.43	"	"	0.070
	$85536.51			1.46

Form 338—5M—8-34

B.

E STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 23, 1935

Section	West Portland - Washington County Line	*Kind of work*	Paving
Highway	West Side Pacific	*Section prefix*	26-1012
Contractor	Harold Blake	*Contract number*	1753
Date of contract	September 5, 1935	*Date of completion*	May 31, 1936
Date work started	September 10, 1935	*Estimated date of completion*	Nov. 20, 1935
Amount of contract	$34,538.00	*Per cent of time elapsed*	26 %

Estimated cost of completed project, exclusive of engineering $32,745.52

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $1845.69, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On the 20th Division Engineer Chandler accepted this project as completed.

Final estimate will be mailed to Salem the first of next week.

Signed F. T. Young

Address Oregon City, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					1.45
Miles partially completed					
Miles completed					1.45
Total estimated quantities					16,982
Estimated quantities moved or placed to date					16,982
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 5-B-1 1M 9-35

FORM 8-A-1 5M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 22, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
Office

NOTED
[illegible] Engineer

Dear Sir:

I am returning the order for State Force work on the Portland-Washington County Line Section of the West Side Pacific Highway for the construction of rock gutters.

This project was not contemplated in the original project as submitted to the Bureau, and it involves a great deal too much money to spend as an afterthought. I have looked in the gutters several times, and it does not appear to me that there is any marked difference between this job and any other job. There may be one or two cuts where there is a slight tendency to wash, but I think a very small amount of coarse gravel placed in the bottom of the ditch would correct that difficulty at a very insignificant expense.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
Enc.

FORM S-8-1 1M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

November 8, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. S. H. Probert.

Dear Sir:

In accordance with Mr. Baldock's request, expressed through Mr. Parsons' note of October 26, we are submitting herewith a statement of extra drainage and grading cost items in connection with the completion of the improvement of the 4th Street extension from the south city limits to the Multnomah-Washington County line.

The agreement between the State and Multnomah County provides for the payment of all clearing, grading and drainage costs by Multnomah County. The strict interpretation of these provisions of the agreement, then, would make all these items listed in Mr. Young's report, in the total amount of $7,336.34, chargeable to Multnomah County, to be deducted from the $10,000.00 held back for that purpose. These are all the charges that might be considered an obligation of Multnomah County. A more liberal interpretation of the agreement might eliminate some of them.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

NOTED

FORM [illegible] 23490 500 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

October 29, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. T. Young,
Resident Engineer,
Oregon State Highway Commission,
Oregon City, Oregon.

Dear Sir:

The agreement between the State Highway Commission and Multnomah County covering the improvement of the 4th Street extension between the city limits and the Washington County line provided among other things that the County was obligated as follows:

1. The County shall at its sole cost construct the grade for said highway, which shall include all clearing and grubbing, all excavations including slides and borrow material, the purchase and installation of all necessary culvert pipes and box culverts and the performance of all other construction details shown on the plans and specifications, which plans and specifications shall be prepared by the State Highway Engineer and copies thereof furnished to the County.

2. The County shall grade the approach for all connecting or intersected county roads affected by the construction of said state highway, and shall surface the same in such manner and to such extent as the County may deem proper.

3. The County shall maintain the grade constructed by the County on said highway until the same has been paved by the State, included in which maintenance shall be the removal of all slides and the restoration of grade destroyed by washouts or other causes.

Will you please make a report in detail of all work performed by the State under the Jacobson-Jensen contract and the Harold Blake contract covering such items as our included in the above paragraphs and for which charges should be made against Multnomah County.

Mr. F. T. Young October 29, 1935.

This should include all extra drainage work performed, borrows for repairing settlements and washouts, and the completion of the approaches at the Oregon Electric overcrossing. The State still retains $10,000.00 of the stipulated payment to Multnomah County to cover the cost of this work.

Yours very truly,

NOTED

WM. D. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock ✓

FORM 5-B-1 23400 500 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

October 15, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Herewith a letter from the Jacobsen-Jensen Company asking for an extension in time of 15 days to September 14, 1935, in their contract No. 1655, Portland-Washington County Line Section of the West Side Pacific Highway.

The time on this contract has previously been extended one month, during which time the pavement work was completed and opened to traffic. However, there was some clean-up work and oil shoulders which they did not get finished during this period. This work did not cause additional engineering expense and did not particularly interfere with the general use of the road; therefore, I can not recommend a penalty for this delay, and believe they should have this additional extension.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

WEC:AM
cc R. H. Baldock ✓
H. G. Smith

203B

October 14, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Portland-Washington County Line Section, Project No. NRH 203-B (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. WRH 203-B (1935)

PORTLAND-WASHINGTON COUNTY LINE SECTION OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, Sept. 16, 1935

Portland Cement Concrete Pavement (Contract No. 1655)

10,800	cu. yds.	Excavation, Single Classification	$0.49	$ 5,292.00
1,800	yd. mi.	Truck Haul	0.20	360.00
204,500	cu. yds.	Compacting Existing Embankments	0.05	10,225.00
3.13	miles	Finishing Roadbed and Slopes	40.00	125.20
450	sq. yds.	Removal of Old Pavement	0.30	135.00
90	lin. ft.	12" Corrugated Iron Pipe	2.00	180.00
20,300	cu. yds.	Gravel Roadbed Topping	0.45	9,135.00
103,300	yd. mi.	Hauling Topping Materials	0.15	15,495.00
670	cu. yds.	1¼" - 0" Rock in Subbase & Surfacing	2.00	1,340.00
2,520	cu. yds.	3/4" - 0" Rock in Subbase & Surfacing	2.00	5,040.00
1,765	cu. yds.	Sand Cushion	1.00	1,765.00
340	cu. yds.	Filler	0.40	136.00
680	yd. mi.	Hauling Filler	0.20	136.00
300	cu. yds.	Aggregates in Top Course of Footpath	4.00	1,200.00
27	tons	Road Oil in Top Course of Footpath	30.00	810.00
58,840	sq. yds.	Portland Cement Concrete Pavement	1.38	81,199.20
6,100	lin. ft.	Expansion Joints	0.20	1,220.00
29,600	lin. ft.	Contraction Joints	0.03	888.00
24,800	lbs.	Tie Bars and Reinforcement	0.05	1,240.00
24,720	only	Dowels	0.10	2,472.00
775	tons	Class "B" Asphaltic Concrete	4.50	3,487.50
				$141,980.90

Portland Cement Concrete Pavement Easterly ½ Roadway (Contract No. 1753)

700	cu. yds.	Excavation, Single Classification	0.50	$ 350.00
16,200	sq. yds.	Portland Cement Concrete Pavement	1.46	23,652.00
1,700	lin. ft.	Expansion Joints	0.15	255.00
8,100	lin. ft.	Contraction Joints	0.03	243.00

8,100	only	Dowels	$ 0.10	$ 810.00
6,300	lbs.	Tie Bars and Reinforcement	0.05	315.00
730	cu. yds.	Sand Cushion	1.44	1,051.20
550	cu. yds.	2" - 0" Rock in Surfacing and Shoulders	1.20	660.00
700	cu. yds.	1½" - 0" Rock in Surfacing and Shoulders	1.45	1,015.00
100	cu. yds.	3/4" - 0" Screenings	2.00	200.00
125	cu. yds.	Filler	0.30	37.50
125	yd. mi.	Hauling Filler	0.20	25.00
390	tons	Class "A" Asphaltic Concrete	5.00	1,950.00
190	tons	Class "B" Asphaltic Concrete	5.00	950.00
3,300	sq. yds.	Surface Finish Coat	0.05	165.00
				$31,678.70

Subtotal	$173,559.60
10% Engr. & Cont.	17,355.96
Total	$190,915.56

Length 3.131 miles
Cost per mile $60,975.90

STRUCTURE

Oregon Electric RR Overcrossing:

1,200	cu. yds.	Excavation	$ 2.00	$ 2,400.00
100	cu. yds.	Excavation below Plans	2.00	200.00
750	cu. yds.	Class "A" Concrete	15.00	11,250.00
240	cu. yds.	Class "D" Concrete	15.00	3,600.00
191,000	lbs.	Metal Reinforcement	0.0425	8,117.50
390	lin. ft.	Concrete Handrail	3.50	1,365.00

Subtotal	$ 26,932.50
10% Engr. & Cont.	2,693.25
Total	$ 29,625.75

Length 182.0 lin. ft. .034 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	NRH Funds	Federal Aid Funds	State Funds
Roadwork:				
State Contr. No. 1655	$156,068.99	$106,068.99	$50,000.00	$ - -
" " No. 1753	34,846.57	1,305.26	- -	33,541.31
	$190,915.56	$107,374.25	$50,000.00	$ 33,541.31
Overcrossing	29,625.75	29,625.75	- -	- -
	$220,541.31	$137,000.00	$50,000.00	$ 33,541.31

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.
" " " Maintenance: Chapter 41, Laws 1927.

FORM 5-B-1 23490 500 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

October 5, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir: Attention: H. G. Smith

Herewith attached is a report from Frank Young and Mr. Eason regarding the claim of Jacobsen and Jensen on their Barbour Boulevard contract-contract No. 1655.

It appears that a payment through Jacobsen and Jensen for the extra one mile and one-half haul is justified as the conditions encountered in this gravel pit were entirely unlooked for and were contrary to what the State expected of the pit when the contract was let. I hereby recommend this settlement.

Yours very truly,

WM. E. CHANDLER
Division Engineer

WEC:EB

#1655

73 D 205 13

October 3, 1935.

Jacobsen-Jensen Company
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

Reference is made to your contract No. 1655, Portland-Washington County Line Section, in Multnomah and Washington Counties.

According to our records, the time limit on this contract expired on August 31, and the work was not completed until September 14.

Will you please make application for an extension of time to September 14. It will be necessary that your application be accompanied by the written consent of your surety on the bond furnished in connection with this contract.

Kindly give the matter your early attention so that it will not be necessary to hold up the payment on your estimates.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE
cc - W. H. Chandler

#1655

73
203 B
1655

October 2, 1935.

Great American Indemnity Company
Harvey Wells Insurance Agency, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Jacobsen-Jensen Company, on contract No. 1655, for the construction of the Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah and Washington Counties.

This payment will be made on or after October 12, 1935.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

Form 338—5M—2-34

73
2.0.3

N STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 21, 1935, 193

Section Portland - Washington County Line

Kind of work Paving

Highway West Side Pacific

Section prefix 26 - 1007

Contractor Jacobsen - Jensen

Contract number 1655

Date of contract Oct. 1, 1934, 193

Date of completion July 31, 1935, 193

Date work started Oct. 10, 1934, 193

Estimated date of completion Sept. 14, 1935, 193

Amount of contract $145,725.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $159,577.85

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering costs to date, $6738.49, %

Date project was completed Sept. 14, 1935, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men were engaged throughout the week preparing the final estimate of this project and in all probability all data in connection with the contract should be in the Salem office not later than the 25th.

Signed F. T. Young

Address Oregon City, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	NTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.3				3.3
Miles partially completed					
Miles completed	3.3				3.3
Total estimated quantities	15,419				58,530
Estimated quantities moved or placed to date	15,419				58,530
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

September 5, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Public Works projects NRH 203-B (1935) and NRH 73 (1935), the West Portland-Washington County Line section of the West Side Pacific Highway, to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

August 20, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Public Works Highway Project NRH 203-B (1935), the Portland-Washington County Line section of the West SidePacific Highway, have today been recommended for approval. This is your authority for advertising for bids. Our recommendation is subject to further review and approval by the Chief Engineer, and that any revisions required by him will be made.

As discussed with Mr. Probert over the telephone, we consider the time limit rather short, but in view of your statement that you desire to push the contractor and get as much work done this fall as possible, it is being approved. We would suggest that the contractor be required to start work promptly and prosecute the work vigorously.

Prompt submission of the bid tabulation and the project agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Copy [illegible]
[illegible] B [illegible]
[illegible] 26

203B

August 17, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany revised plans and specifications for the Portland-Washington County Line Section, Project No. WRH 203-B (1935).

Five bid proposals and five blueprint copies of the quantity summary and paving detail sheets are being sent under separate cover.

The previous work on this project consisted of two types of roadway (44' pavement and 20' pavement), but the proposed new work consists of constructing an additional 20' pavement with 4-foot center strip, adjacent to the previously constructed 20' pavement and the resulting type of roadway for the project is a 44' pavement throughout.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. NRH 203-B (1935)

PORTLAND-WASHINGTON COUNTY LINE SECTION
OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany revised plans and specifications. Not as basis for modified agreement.)

[illegible] Road [illegible]

Salem, Oregon, ~~August~~ 17, 1935

Portland Cement Concrete Pavement (Contract No. 1655)

10,800	cu. yds.	Excavation, Single Classification	$ 0.49	$ 5,292.00
1,800	yd. mi.	Truck Haul	0.20	360.00
204,500	cu. yds.	Compacting Existing Embankments	0.05	10,225.00
3.13	miles	Finishing Roadbed and Slopes	40.00	125.20
450	sq. yds.	Removal of Old Pavement	0.30	135.00
90	lin. ft.	12" Corrugated Iron Pipe	2.00	180.00
20,300	cu. yds.	Gravel Roadbed Topping	0.45	9,135.00
103,300	yd. mi.	Hauling Topping Materials	0.15	15,495.00
670	cu. yds.	1½" - 0" Rock in Subbase & Surfacing	2.00	1,340.00
2,520	cu. yds.	¾" - 0" Rock in Subbase & Surfacing	2.00	5,040.00
1,765	cu. yds.	Sand Cushion	1.00	1,765.00
340	cu. yds.	Filler	0.40	136.00
680	yd. mi.	Hauling Filler	0.20	136.00
300	cu. yds.	Aggregates in Top Course of Footpath	4.00	1,200.00
27	tons	Road Oil in Top Course of Footpath	30.00	810.00
58,840	sq. yds.	Portland Cement Concrete Pavement	1.38	81,199.20
6,100	lin. ft.	Expansion Joints	0.20	1,220.00
29,600	lin. ft.	Contraction Joints	0.03	888.00
24,800	lbs.	Tie Bars and Reinforcement	0.05	1,240.00
24,720	only	Dowels	0.10	2,472.00
775	tons	Class "B" Asphaltic Concrete	4.50	3,487.50
				$ 141,880.90

Portland Cement Concrete Pavement Easterly Roadway ~~(Estimated Prices)~~ [illegible] No 1[illegible]

700	cu. yds.	Excavation, Single Classification	$ ~~0.50~~	.50	$ ~~350.00~~	350.00
16,200	sq. yds.	Portland Cement Concrete Pavement	~~1.70~~	1.46	27,540.00	[illegible]
1,700	lin. ft.	Expansion Joints	~~0.20~~	.15	340.00	255.00
8,100	lin. ft.	Contraction Joints	~~0.05~~	.03	405.00	[illegible]

8,100	only	Dowels	$ 0.20	10	$ 1,620.00	810.00
6,300	lbs.	Tie Bars and Reinforcement	0.05	[illegible]	315.00	315.00
730	cu. yds.	Sand Cushion	1.00	[illegible]	730.00	1051.20
550	cu. yds.	2" - 0" Rock in Shoulders and Surfacing	1.50	[illegible]	825.00	660.00
700	cu. yds.	$1\frac{1}{4}$" - 0" Rock in Shoulders and Surfacing	2.00	145	1,400.00	1015.00
100	cu. yds.	$\frac{1}{4}$" - 0" Screenings	2.00	[illegible]	200.00	200.00
125	cu. yds.	Filler	0.50	[illegible]	62.50	31.50
125	yd. mi.	Hauling Filler	0.20	[illegible]	25.00	25.00
390	tons	Class "A" Asphaltic Concrete	6.00	5.00	2,340.00	1950.00
190	tons	Class "B" Asphaltic Concrete	6.00	5.00	1,140.00	950.00
3,300	sq. yds.	Surface Finish Coat	0.05	[illegible]	165.00	165.00
					$ 37,457.50	31678.70

Subtotal	$ 179,338.40	173,559.60
10% Engr. & Cont.	17,933.84	17,355.96
Total	$ 197,272.24	190,915.56

Length	3.131 miles	
Cost per mile	$ 63,000.61	60,975.10

STRUCTURE

Oregon Electric RR Overcrossing:

1,200	cu. yds.	Excavation	$ 2.00	$ 2,400.00
100	cu. yds.	Excavation below Plans	2.00	200.00
750	cu. yds.	Class "A" Concrete	15.00	11,250.00
240	cu. yds.	Class "D" Concrete	15.00	3,600.00
191,000	lbs.	Metal Reinforcement	0.0425	8,117.50
390	lin. ft.	Concrete Handrail	3.50	1,365.00
		Subtotal		$ 26,932.50
		10% Engr. & Cont.		2,693.25
		Total		$ 29,625.75

Length 182.0 lin. ft. .034 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	NRH Funds	Federal Aid Funds	State Funds
Roadwork:				
(Under State Cont. 1655)	$156,068.99	$106,068.99	$50,000.00	$ - -
Easterly ½ Roadway (Sta. 128+60 to 199+94.3)	41,203.25	1,000.00	- -	40,203.25
	$197,272.24	$107,068.99	$50,000.00	$40,203.25
Overcrossing	29,625.75	29,625.75	- -	- -
	$226,897.99	$136,694.74	$50,000.00	$40,203.25

FORM 2-8-1 53480 500 8-35

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

August 14, 1935.

IN REPLY PLEASE
REFER TO FILE NO.
26 PM

Jacobsen-Jensen Company,
General Contractors,
517 N. E. Stanton Street,
Portland, Oregon.

Gentlemen:

We wish to advise that your subcontract with the Coast Equipment Company for curing the concrete pavement laid under your contract No. 1655, Portland-Washington County Line Section of the West Side Pacific Highway, has been approved.

If you have not already done so, please furnish our resident engineer, Mr. F. T. Young, at Oregon City, a copy of the subcontract for his files.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

cc R. H. Baldock ✓
H. G. Smith
F. T. Young

FORM 8-5-1 23400 500 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

August 13, 1935.

IN REPLY PLEASE REFER TO FILE NO.

3 PM

Mr. J. M. Devers,
Attorney,
Office.

Dear Sir:

We are attaching hereto a copy of a proposed subcontract between the Jacobsen-Jensen Company and the Coast Equipment Company for curing with what is known as the "Hunt Process" the concrete pavement on the Jacobsen-Jensen Company's Contract No. 1655, Portland-Washington County Line Section of the West Side Pacific Highway. May we have your approval as to the form of the subcontract?

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
H. G. Smith

FORM 5-A-1 13749 10M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August 3, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith,
Construction Engineer,
Office.

Dear Sir:

Recently the suggested specifications for the West Portland-Washington County Line Section of the West Side Pacific Highway went through this office without my approval.

There is one suggestion I would like to make, and that is regarding the shoulders. I think we should use a finer material on the top course of the shoulders, and that this should be a maximum size of 3/4 inch instead of 1¼ inches as is now used. The 1¼-inch material is very hard to set up, and when it throws over on the pavement it is large enough to cause considerable tire trouble.

There has been considerable discussion over the spraying finish for curing, and a report was submitted by Mr. Dean that tended to show that the concrete was possibly not so strong with this spray curing as with the dirt and water. I think we should go back to the old methods on this curing.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

WEC:AM

cc R. H. Baldock
F. D. Eason

FORM 8-A-1 21948 9M 9-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 31, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert,
Office Engineer,
Office.

Dear Sir:

In addition to the special provisions submitted by the division office for the second unit of the West Portland-Washington County Line Section, we must modify our specifications for sand to exclude the pit sand found around East Portland. This possibly can best be accomplished by definitely specifying suitable Willamette or Columbia River sands, including that obtained from bars and islands adjacent to the river.

In my opinion our sand specifications require radical change in sizes of gradation but probably time is lacking for a complete study of this feature. I also suggest that the pavement be laid in two-10 ft. strips.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

NOTED
State Highway Engineer

15

[illegible]ST DATA TO JULY 1%, 1935

West Side Pacific Highway, Portland-Washington Co, Line Section,
Concrete Paving, Contract, Prefix 26-1007 (26PM)

NOTED
State Highway Engineer

Jacobsen and Jensen, Contractors
F. T. Young, Resident Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Excavation, Single Class	$5263.31	13388 Cu. yds.	0.39	0.49	$6560.12
Truck Haul	509.06	2266 yd. mi.	0.22	0.20	453.20
Compact Fills	5212.62	202000 cu. yds.	0.026	0.05	10100.00
Pavement Removal	687.22	2384 sq. yds.	0.288	0.30	715.20
Gravel Topping	12896.67	19312 cu. yds.	0.633	0.45	8690.40
Haul Topping	8655.39	100523 yd. mi.	0.086	0.15	15078.45
1¼"-0 Rock	922.00	461 cu. yds.	2.00	2.00	922.00
3/4"-0 Rock	88.00	44 cu. yds.	2.00	2.00	88.00
Sand Cushion	2036.32	1971 cu. yds.	1.03	1.00	1971.00
Concrete Paving	87,468.49	58488 sq. yds.	1.49	1.38	80713.44
Expansion Joints	916.50	5840 lin. ft.	0.156	0.20	1168.00
Contract. Joints	835.50	29230 lin. ft.	0.028	0.03	876.90
Tie Bars & Reinf.	1279.95	25115 lbs.	0.051	0.05	1255.75
Dowels	3591.73	29230 only	0.123	0.10	2923.00
Class B Asph. Conr.	3054.92	686 Tons	4.45	4.78	3282.30
Class C " "	783.20	176 Tons	4.45	4.50	792.00
Cement Adjustment		800 Bbls.	.	2.40	1920.00
Force Order	2020.54				1689.81
Total	136221.42				139199.57

Gros Earned	139,199.57
Total Cost	136,221.42
Net Profit	2,978.15

Net Profit equals 2.19% of total cost.

Note: 558 tons of Class "B" asphaltic concrete were placed in two lifts for additional pay of $0.35 per ton as per Price Agreement #3.

COST DATA TO JULY 15, 1935

West Side Pacific Highway, Portland Washington Co. Line Section
Concrete Paving, Contract 1655, Prefix 26 PM

Jacobsen and Jensen, Contractors
F. T. Young, Res. Constr. Engineer

Labor

Labor	$21,882.35	
Supervision	3,012.50	
State Ind. Acc. Insurance	1,084.50	
		$ 25,979.35

Materials

1¼-0 Shoulder Rock	461 cu. yds.	at 1.25 on job	$ 576.25	
3/4-0 " "	44 " "	at 1.25 on job	55.00	
Sand Cushion	1,971 " "	at .75 on job	1,478.25	
Mineral Aggregate	15,486 " "	at 1.12 stock pile	17,320.02	
Cement	18,880½ bbls.	at 2.20 on job	41,537.10	
Expansion Joints 1"x 9-7-9"	5,840 lin. ft.	at 0.134	786.06	
Contraction Joints ½x 2"	29,300 " "	at 0.022	668.04	
Contraction Joints ¼x 2"	26,374 " "	at 0.014	390.37	
Dowels, 3/4"x 2 ft.	29,230 only	at 0.077	2,259.48	
Sleeves	29,230 only	at 0.025	730.75	
Tie bars & Reinforcing	25,115 lbs.	at 0.035	877.77	
Class B Asph. Conc.	686 tons	at 3.50	2,401.00	
Class C " "	176 tons	at 3.50	616.00	
Force Order Materials		617.50	617.50	
Royalty on Topping	19,312 cu. yds.	at 0.05	965.60	
				71,279.19

Equipment Rental, Repairs, Gas, Oil, Grease, & Misc. Expense

Equipment Rental (Rental Paid or State Rates)	9,338.50	
Gas, Oil & Grease, and Coal	2,835.97	
Fuel Oil	121.65	
Chargeable Parts and Repairs	479.23	
Small Tools	649.65	
Truck Rentals	11,905.64	
Form Lumber & Stakes (Forms $14.00 M.)	846.25	
Purchased Water for Compacting fill	452.03	
Purchased Water for Concrete Pavement	482.77	
Pipe Rental	380.00	
Move in, Set up	3,495.91	
Hunt Process for Curing	2,051.31	
Painting Dowels	263.10	
Powder	82.57	
Bond (1% of Gross Earnings)	1,381.99	
Liability and Property Dam. Insurance	352.41	
Portland Office Expense (9 mo at $300.00)	2,700.00	
Misc. Expense	1,145.90	
		38,962.88
Cost Grand Total		$136,221.42

COST DATA TO JULY 15, 1935

West Side Pacific Highway, Portland Washington Co. Line Section
Concrete Paving, Contract 1655, Prefix 26 PM

Jacobsen and Jensen, Contractors
F. T. Young, Res. Constr. Engineer

Remarks:

This job is now about 81% complete; work remaining consists of about 2,500 cu. yds. topping, shoulders, footpath, asphaltic concrete in road approaches, and cleaning road bed and slopes.

Work was started October 12, 1934, and compaction of existing fills was carried on throughout the winter until completed. Water for flooding was partly pumped from creeks along R. of W. and partly purchased from local water districts. Rain reduced water expense and decreased cost.

About 900 cu. yds. of gravel topping was produced from a plant erected by Contractor on State-owned pit at Durham about 3.8 miles from south end of job. This plant was moved once and then abandoned, after spending about $4,500.00 in erection and operation due to excess of oversized material and small production.

Balance of topping was taken from a pit along the S.P. track north of Milwaukie without extra expense to State for additional 1½ mile haul or royalty. A road was built from deposit to the Super Highway by Contractor and material was loaded direct into trucks with 1¼ cu. yd. Lorain Shovel, at about 1,000 cu. yds. per 8-hour day.

Sand cushion and mineral aggregate for concrete pavement were purchased from Shuld Bros. plant at Bell Station who delivered material on road and to batching plant respectively.

Batching was done on job at two different sets using a ½ cu. yd. gas clam shell crane and portable weight bunker, trucks hauled to skip.

About 1,500 cu. yds. of Columbia River sand was purchased from Harold Blake to complete concrete pavement when Shuld Bros. sand failed to meet specification.

The Hunt Process of curing was used throughout job with two applications, one before and one after delay finish.

A Lakeside vibrating finishing machine was used to finish about 17,700 sq. yds. which made an additional cost of about $975.00 or about 1 2/3 cents per sq. yd. for entire job.

Concrete was mixed with a 7 sack Latest Type Koehring Mixer. The paving operation was well-organized and good progress was made(average 217 sq. yds per hr. operating time)and costs were low. However, concrete pavement was bid too cheap.

Asphaltic concrete was purchased from Kern & Kibbe plant at foot of East Madison Street for $3.50 per ton delivered on job.

E. H. Clymer,

by Ross C. Miles 8/2/35

FORM S-B-1 21946 500 5-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

July 16, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Concerning the request of Jacobsen & Jensen for an extension of 30 days in their completion date on the Portland-Washington County line paving project, can say that this job has been delayed considerably by unavoidable weather conditions. Also some delay has been caused by waiting for proper equipment, and also changing some of their materials which did not prove satisfactory.

The greater part of their work will be completed by July 31, and the road thrown open to traffic. The remainder of the finishing will have to be completed under traffic. This will cause little, if any, interference with the free use of the highway, and, as there has been no material increase in engineering due to the additional 30 days, I recommend that this contract be extended without penalty.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

WEC:AM
cc R. H. Baldock ✓
H. G. Smith

738 2043 12

#1655

July 10, 1935

Jacobsen-Jensen Company,
517 N. E. Stanton Street,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of July 8th requesting an extension of time of 30 days on your contract No. 1655 - Portland-Washington County Line Section of the West Side Pacific Highway.

You are advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,
STATE HIGHWAY COMMISSION,
By

Secretary.

Dict. by J. McFarland.

cc to W. L. Chandler.

Mr. Chandler:

Copy of their letter is attached hereto. Please advise of your recommendations.

H. B. Glaisyer

FORM 5-A-1 16819 15M 9-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Material
tests & [illegible]
Reports

June 4, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Jacobsen-Jenson, General Contractors,
517 N. E. Stanton St.,
Portland, Oregon.

State Highway Engineer

Gentlemen:

The cylinder tests from the Portland-Washington County Line Section are proving very erratic and unsatisfactory, both to the department and to the Bureau of Public Roads. The sand being used on this job has been under suspicion and investigation for several months, but we were hopeful that a gradation could be worked out to give satisfactory material for the Fourth Street job in order not to disturb your arrangements. However, the producers of this sand are unwilling or unable to produce a satisfactory product, therefore in view of the fact that the remainder of the job is of an experimental nature involving considerable extra cost to us by the importation of a vibratory finisher, I must insist that either satisfactory Willamette or Columbia River sand be used.

Therefore no bank sand from Bell Station or vicinity will be permitted west of the Capitol highway. Mr. Finkbiner advises that you fear that an excessive price will be charged if you are compelled to change material now. If you find this to be true I will be glad to investigate the matter.

Please effect this change immediately so that the 2nd portion of the job can start with the new material.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock
N.M.Finkbiner
Frank T. Young
W. E. Chandler
F. D. Eason

Adm's
Bonds
Contractors

#1662

xRH 203-B

June 4, 1935

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1662 for the construction of an overcrossing over the Oregon Electric Railway Tracks in Portland on the West Side Pacific Highway, has been completed by the contractor, C. J. Montag, and that final settlement will be made by the State with said contractor for work done under said contract on or after June 14, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $24,349.28 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

Const

NRH203B.

May 3, 1935

Mr. C. J. Montag
Couch Building
Portland, Oregon

Dear Sir:

Your request for an extension of time on Contract No. 1662 was considered at the meeting of the State Highway Commission on February 27, and the following action was taken thereon:

> "The Commission had under consideration the request of contractor C. J. Montag for an extension of time of forty days to March 12, 1935 in which to complete his contract with the Commission for the construction of the overcrossing of the West Side Pacific Highway over the tracks of the Oregon Electric railroad in Multnomah County, Contract No. 1662, giving as his reason for such request that severe weather conditions prohibited the completion of the project within the specified time limit. The Engineer advised that the reason given by the contractor for the delay is correct, weather conditions during November and December being extremely bad. He further advised that the structure is being built on the section of road which is not yet open to traffic; therefore, the traveling public has not been inconvenienced by not having had the use of the structure; also that the State has not incurred any extra expense for engineering supervision. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote."

Very truly yours,

Secretary

AJ
cc Bridge Dept.

FORM 8-B-1 21946 500 5-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. B
STATE HIGHW
SAL

73823

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

June 25, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

26 PM

Jacobsen & Jensen Co.,
General Contractors,
517 N. E. Stanton Street,
Portland, Oregon.

Gentlemen:

A proposed change has been made in the plan for paving the junction of the Fourth Street Highway with the West Side Pacific Highway near the Multnomah-Washington County line as shown on the attached plan. This new plan will involve the following changes in quantities from the original contract:

Increased Quantities:

Dowels	4,400	
Steel Reinforcement	1,700	lbs.
Class "B" Asphaltic Concrete	200	tons
Class "C" Asphaltic Concrete	180	tons
Surface Finish Coat	1,020	sq. yds.
Pavement Removal	1,300	sq. yds.

Decreased Quantities:

Concrete Pavement	1,000	sq. yds.
Expansion Joints	200	lin. ft.
Contraction Joints	600	lin. ft.

Please signify your acceptance of these changes in quantities in the space provided hereon, and return one copy to this office.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. F. T. Young

I hereby agree to the above changes in quantities as shown on the attached plan.

JACOBSEN & JENSEN CO.
By

7.1+73+203B

April 19, 1935

Mr. F. T. Young
Resident Highway Engineer
Oregon City, Oregon

Dear Sir:

The Johns-Manville Company has requested permission to furnish cork expansion joint filler for a few of the expansion joints in the concrete pavement to be constructed on the Washington County Line-Portland Section of the West Side Pacific Highway. The purpose of this is, of course, to demonstrate the merits of the cork type of filler.

The installation of these experimental joints is approved by the Department and you are requested to cooperate with the Johns-Manville Company and with the contractor in having them properly placed.

The Johns-Manville Company has agreed to assume any extra expense that may be involved.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc H. G. Smith
cc Johns-Manville Sales Corporation
Spalding Bldg.,
Portland, Oregon

Johns-Manville
802 Spalding Building
319 S. W. Washington Street
Portland, Oregon
JM

April 18, 1935

State Highway Department
Salem
Oregon

Attention Mr. S. H. Probert

Dear Sir:

Our engineer, Mr. Peterson, from San Francisco advises that he has discussed the subject of our Cork Expansion Joint with you. This was in connection with a test installation of pre-moulded cork joint.

It is our intention, with your permission, to install two or more joints in the Fourth Street Extention near Portland, the contract for which is held by Jacobsen-Jensen. We have discussed this matter with Jacobsen-Jensen, and they are entirely agreeable to permit us to do this. We believe, however, it would be advisable, in order that you might have a record that we have your permission, that your office write to Mr. Young at Oregon City advising that this installation meets with your approval. When this material is to be installed, we shall contact Mr. Young in advance and shall leave the location of the test joints to his discretion.

We would appreciate receiving a copy of your letter to Mr. Young for our files.

Yours very truly,

JOHNS-MANVILLE SALES CORPORATION

D A Brownlie

DAB AK

D. A. Brownlie

NRA CODE

April 19, 1935

2-3B,

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract #1732 awarded to you on April 4, 1935, for the paving of the Ash Street-Jefferson Street Unit, Fourth Avenue, Portland, Section of the Pacific Highway in Multnomah County.

This copy is for your records and files.

Very truly yours,

OG

Secretary

2-3 P

Cost Data to April 1. 1935

West Side Pacific Highway, Portland-Washington County Line Section, Concrete Paving
Contract 1655, Prefix 26 PM

Jacobsen & Jensen Contractors
Frank Young Res Const. Engineer

	Total Cost	Quantity	Unit Cost	Unit Bid	Gross earned
Excavation	1620.94	5200 cu yds	0.32	0.49	2548.00
Truck Haul	244.72	900 yd mi	0.28	0.20	180.00
Fill Compaction (Jetting and Flooding)	5212.62	197000 cu yds	0.26	0.05	9850.00
Gravel Topping	4281.37	857 cu yds	4.99	0.45	385.65
Houl Gravel Topping	474.35	5255 yd ml	0.09	0.15	788.25
1 1/4" -0) Rock	23.40	14 cu yds	1.67	2.00	28.00
Force Work	1677.12				1591.94
Totals	13534.52				15371.84

Gross Earning	15371.84
Total Cost	13534.52
Net Profit to date	1837.32

Net Profit equals 14% of total cost.

Remarks;

Work on this job started Oct.12, 1934 and is now about 10½% completed. Fill compaction is completed, excavation 45% and topping 5% completed.

Continuous rain during compaction and doing own pumping of most of the additional watere required from creeks along R.W. contributed to low cost.

A gravel screening plant was erected in center of State owned pit at Durham by inexperienced foreman at a cost of approx.$2250.00 Steam donkey hauled 2 yd Crescent bucket, and 35 H.P. gas engine powered screen and belt conveyor from grizley to screen.

Failure of material to break down to bucket,small quantity of material available from one tail hold, faulty design hopper for handling 35% to 40% oversize, la lack of steam for drag were factors back of decission to move and rebuild plant. Change cost approx. $975.00. Contractor producedin all about 900 cu yds of topping from this location and then abandoned plant,due to small production and high cost.

Gravel topping is now being obtained from Scott property ½ mile east of Oregon City Super Highway, and north of Milwaukie. This material should be loaded and placed including royalty and extra haul for approx. 34 cents per cu yd.

E.H.Clymer

By Ross C. Miles

Cost Data to April 1, 1935

West Side Pacific Highway, Portland-Washington County Line Section, Concrete Paving
Contract 1655, Prefix 26 PM

Jacobsen, Jensen Contractors
Frank Young Res. Const Engineer

Labor						
Labor					4530.91	
Supervision					1235.37	
State Ind Acc Insurance					230.43	
						5996.71
Material						
36" Corru Iron Cul Pipe	72'	at		4.44	319.68	
36" " " Band	1	only		5.36	5.36	
42" x 120" 22 gage	310	lbs	at	0.0606	18.75	
						343.79
Expense						
Equipment Rental (State rates or actuel paid					1918.07	
Gas, Oil and Grease					502.09	
Repairs					94.76	
Move in set up (parts only					1728.29	
Small tools					22.11	
Truck Rentals					857.87	
Bond 1% of gross earnings					153.21	
Insurance Public Liab. and Prop Dam					60.59	
Fuel Oil					121.65	
Misc Expense					292.42	
Water Purchase for jetting					452.03	
Materials used in Force Work					190.93	
Portland Office (4 mo at 200.00 per mo)					800.00	
						7194.02
Grand total						13534.52

FORM 6-B-1 16808 500 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

2-2B

March 13, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Devers,
Attorney,
Office.

Dear Sir:

In connection with contract No. 1655, being the Portland-Washington County Line Section of the West Side Pacific Highway, the State provided two acres of land at Durham as a source for the gravel topping material.

This property is adjacent to the Washington County gravel plant property and contains abundant material suitable to our needs, but it is difficult and expensive to handle. The contractor expended some $4,000.00 on a bunker and screening plant set-up, but has been unable to screen out but a very small yardage to date, due to a lack of adequate water supply and a great amount of over-sized material including large boulders; all of which over-sized material must be handled and disposed of in obtaining the acceptable material required under the contract. The operation is so expensive to the contractor that he has asked permission to obtain material from another source.

A suitable source near Milwaukie has been selected and is approved by our department and by the Bureau of Public Roads. The verbal agreement covering this change in the contractor's operation is as follows:

All expense of acquirement of the new source, either by purchase or royalty, plus the additional haul, is to be borne by the contractor. The State is to have no additional expense whatever, and is to be held free from any and all claims in connection therewith, the change being at the request of the contractor. The work is to be done in conformity with the contract agreement applying to this item, except that the contractor will be permitted to take pit run material for the 4-inch subbase layer over the width of the roadbed. In lieu of the screening operation at the pit, any over-size rock or gravel which project up through the surface of the 4-inch compacted subbase layer shall be raked out and disposed of on the embankment slopes, or as the engineer may direct. All base shoulder material above the 4-inch subbase shall be bank gravel from the approved source, from which all material over 3 inches has been removed at the pit. Earth and soil overburden on the gravel deposit shall be removed at the expense of the contractor and to the satisfaction of the engineer.

It is desired that a formal agreement be drawn up covering this change, at your earliest convenience, so that the contractor can be signed up and allowed to proceed on the new plan.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM

cc R. H. Baldock ✓
H. G. Smith

NOTED
State Highway Engineer

/ Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. NRH 203-B (1935)

Jan. 18, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jw

Hey. 22271

Form P. R. 2

State Oregon

U. S. Public Works Highway Project No. NRM 203, Section B
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 28th day of November, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.).

Whereas the Highway Department of said State submitted on the 26th day of August, 1933, a project statement, which was approved by the Secretary on the 19th day of September, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 12th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred eighty-five thousand, six hundred ninety-four and 74/100 dollars ($185,694.74) as the share of the United States payable under said act on account of Section B of said project, which ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 33+78.5 at the west city limits of Portland, which is the south end of U. S. Public Works Highway Project No. NRM 203-A, and survey station 199+94.92 at the Multnomah-Washington County line, which is the north end of Federal Aid Project No. 73,

, length 3.165 miles, in Multnomah (1935), County, being Section B of Oregon U.S.Public Wks.Hwy. project No. NRH 203 /, consisting of 3.131 miles of roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.034 of a mile in length, known locally as the Portland-Washington County line section of the West Side Pacific Highway, between official control points "Point on Federal Aid Road near Tigard via Fourth Street Extension" and Portland.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

(c) The total amount of Federal funds allotted to this project is $185,694.74. This sum is divided as follows: $135,694.74 to be charged against the allotments made under Sec. 1 of the Hayden-Cartwright Act, and $50,000.00 against the regular Federal aid appropriation.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **B** of said project shall not in any event exceed the sum of **one hundred eighty-five thousand, six hundred ninety-four and 74/100** dollars ($ **185,694.74**), certified to the Secretary of the Treasury as above mentioned, which ~~does~~

~~not exceed the authorized Federal per mile amount~~

~~dollars ($~~ **is** ~~XXXX~~ the approved total estimated cost of Section **B** of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of January, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting *Chief, Bureau of Public Roads*

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as U.S.Pub.Wks.Hwy. Project No. ~~NRH~~ 203-B (1935) State of **Oregon.**

Second. That in accordance with said provisions I have approved the sum of $ 185,694.74 as the total estimated cost of said project, and the sum of $ 185,694.74 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 4th day of January one thousand nine hundred and thirty-five

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1933 8—4829

2-3B

January 15, 1935

Mr. G. Cyrus Bishop, Aetnaizer
319 Yeon Building
Portland, Oregon

Dear Sir:

Reply is made to yours of January 11th regarding the statement submitted to you by G. J. Montag.

I find that the only going contract between the State Highway Commission and Mr. Montag is contract #1662 for the construction of an over-crossing over the Oregon Electric tracks in Multnomah County. EstimateNo. 2 in connection with this job covering work performed upon to December 12th, was in the amount of $6,978.71. The warrant was mailed to Mr. Montag on January 5th. The retained percentage in connection with this job is $1,922.69. Mr. Montag has performed another month's work but we do not know the amount of such work inasmuch as the estimate has not yet been received from the field engineer. If he did as much work during this month as he did the preceeding month, it is reasonable to assume that he would have a similar amount due him from the state.

Very truly yours,

HBG:OG

Secretary.

Jan, 12, 1935.

H. B. G.

There seems to be something wrong with the figures on the attached letter of G. Cyrus Bishop concerning C. J. Montag.

On Mr. Montag's contract No. 1610 - Bridge over the South Fork of Coquille River in Coos County, he came in on Jan, 2nd and received the warrant comering final payment which was in amount $4,419.03.

On his Cont. #1662 - Overcrossing over Oregon Electric Tracks in Multnomah County, the warrant covering estimate #2 for work performed to Dec, 12th in amount $6,978.71 was mailed to him on Jan, 5th. The retained percentage is $1,922.69.

The Bridge Dept. have not yet received the estimate for work performed to Jan, 12th and they think that he has received his figures from the resident Engineer on the above contract, in which case we would not be able to conform them.

J. McFarland.

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

AETNAIZER
G. CYRUS BISHOP
AIMS TO PLEASE
319 YEON BLDG. BE. 7381
RES. GARFIELD 4461

PORTLAND, ORE.

January 11, 1935.

State Highway Commision,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

C. J. Montag has submitted a statement showing as of January 10, 1935 a retained percentage of $1,666.11 and an estimate of $8,962.43. May I ask if these figures are correct?

Very truly yours,

G Cyrus Bishop

G. Cyrus Bishop

GCB:H

Jim
[illegible] up on these
HBG

FORM ~~[illegible]~~ 16080 300 11-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

203 B

January 5, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Jacobsen-Jensen Company,
517 N. E. Stanton Street,
Portland, Oregon.

Gentlemen:

In connection with your contract No. 1655, Portland-Washington County Line Section of the West Side Pacific Highway, it is desired that the plan of connection at the south end of the project be altered from that shown on the original plan sheet to the one shown on the detailed sketch attached hereto. This change will increase the following bid items by these amounts:

550 sq. yds.	Removal of Old Pavement	$0.30	$ 165.00
50 cu. yds.	Gravel Roadbed Topping	0.45	22.50
200 yd. mi.	Hauling Topping Materials	0.15	30.00
35 cu. yds.	Sand Cushion	1.00	35.00
1,040 sq. yds.	Portland Cement Concrete Pavement	1.38	1,435.20
200 lin. ft.	Expansion Joints	0.20	40.00
600 lin. ft.	Contraction Joints	0.03	18.00
700 lbs.	Tie Bars and Reinforcement	0.05	35.00
820 only	Dowels	0.10	82.00
			$1,862.70

There will likewise be a decrease in several items as follows:

.04 miles	Finishing Roadbed and Slopes	$40.00	$ 1.60
25 tons	Class "B" Asphaltic Concrete	4.50	112.50
50 tons	Class "C" Asphaltic Concrete	4.50	225.00
280 sq. yds.	Surface Finish Coat	.05	14.00
			$ 353.10

Net increase in cost will thus be $1,509.60

Jacobsen-Jensen Company January 5, 1935.

We desire to have your acceptance and approval of this change in your contract, which you can do by signing the statement at the bottom of the copy of this letter, to be returned to this office.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

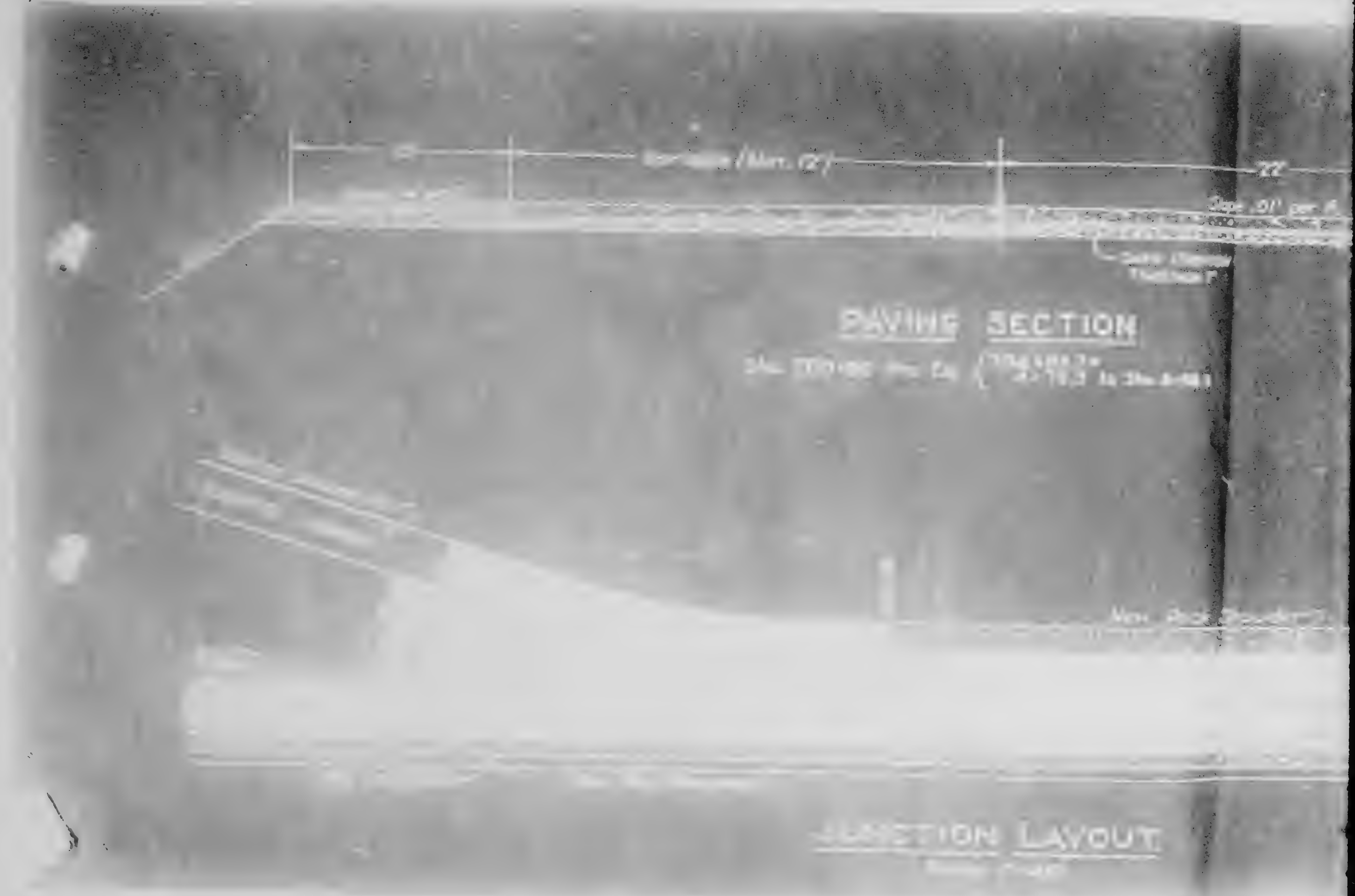
By

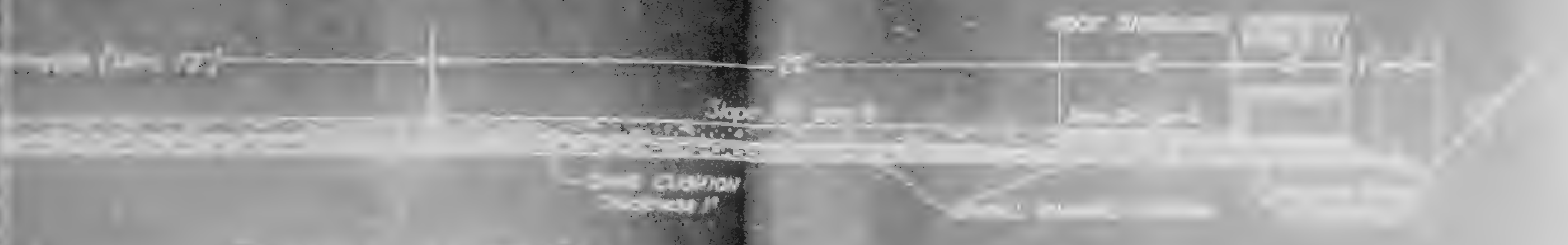
F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
S. H. Probert
F. T. Young
J. W. Nash

I hereby agree to the alteration of the plans of State Highway Contract No. 1655 as outlined above and accept the altered bid quantities at the contract bid prices, as full and complete compensation for the work to be performed.

____


(Min. (2")
22'
Slope .01' per ft.
PAVING SECTION
JUNCTION LAYOUT



PAVING SECTION

JUNCTION LAYOUT

October 20, 1934

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Portland-Washington County Line Section, Project No. NRH 203-B (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. NRH 203-B (1935)

PORTLAND-WASHINGTON COUNTY LINE SECTION
OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 18, 1934

Sta. 32+78.5 to Sta. 132+00 (44' Roadway):

4,530	cu. yds.	Excavation, Single Classification	$0.49	$2,219.70
570	yd. mi.	Truck Haul	0.20	114.00
122,000	cu. yds.	Compacting Existing Embankments	0.05	6,100.00
1.84	miles	Finishing Roadbed and Slopes	40.00	73.60
450	sq. yds.	Removal of Old Pavement	0.30	135.00
40	lin. ft.	12" Corrugated Iron Pipe	2.00	80.00
12,500	cu. yds.	Gravel Roadbed Topping	0.45	5,625.00
71,300	yd. mi.	Hauling Topping Materials	0.15	10,695.00
610	cu. yds.	1½" - 0" Rock in Sub-base & Surfacing	2.00	1,220.00
1,660	" "	3/4" - 0" Rock in Sub-base & Surfacing	2.00	3,320.00
1,325	" "	Sand Cushion	1.00	1,325.00
240	" "	Filler	0.40	96.00
480	yd. mi.	Hauling Filler	0.20	96.00
175	cu. yds.	Aggregates in Top Course of Footpath	4.00	700.00
16	tons	Road Oil in Top Course of Footpath	30.00	480.00
44,340	sq. yds.	Portland Cement Concrete Pavement	1.38	61,189.20
4,600	lin. ft.	Expansion Joints	0.20	920.00
22,300	lin. ft.	Contraction Joints	0.03	669.00
19,000	lbs.	Tie Bars and Reinforcement	0.05	950.00
18,600	only	Dowels	0.10	1,860.00
775	tons	Class "B" Asphaltic Concrete	4.50	3,487.50
			Sub-total	$101,355.00
			10% Engr. & Cont.	10,135.50
			Total	$111,490.50

Length of 44' Roadway 1.844 miles
Cost per mile $60,461.22

Sta. 132+00 to Sta. 199+94.9:

6,270	cu. yds.	Excavation, Single Classification	$0.49	$ 3,072.30
1,230	yd. mi.	Truck Haul	0.20	246.00
82,500	cu. yds.	Compacting Existing Embankments	0.05	4,125.00
1.29	miles	Finishing Roadbed and Slopes	40.00	51.60
50	lin. ft.	12" Corrugated Iron Pipe	2.00	100.00
7,800	cu. yds.	Gravel Roadbed Topping	0.45	3,510.00

32,000	yd. mi.	Hauling Topping Materials	$0.15	$4,800.00
60	cu. yds.	1¼" - 0" Rock in Sub-base and Surfacing	2.00	120.00
860	" "	3/4" - 0" Rock in Sub-base and Surfacing	2.00	1,720.00
440	" "	Sand Cushion	1.00	440.00
100	" "	Filler	0.40	40.00
200	yd. mi.	Hauling Filler	0.20	40.00
125	cu. yds.	Aggregates in Top Course of Foot-path	4.00	500.00
11	tons	Road Oil in Top Course of Foot-path	30.00	330.00
14,500	sq. yds.	Portland Cement Concrete Pavement	1.38	20,010.00
1,500	lin. ft.	Expansion Joints	0.20	300.00
7,300	" "	Contraction Joints	0.03	219.00
5,800	lbs.	Tie Bars & Reinforcement	0.05	290.00
6,120	only	Dowels	0.10	612.00
			Sub-total	$40,525.90
			10% Engr. & Cont.	4,052.59
			Total	$44,578.49

Length of 20' Roadway 1.287 miles
Cost per mile $34,637.52

STRUCTURE

Oregon Electric RR Overcrossing:

1,200	cu. yds.	Excavation	$2.00	$ 2,400.00
100	" "	" below plans	2.00	200.00
750	" "	Class "A" Concrete	15.00	11,250.00
240	" "	" "B" "	15.00	3,600.00
191,000	lbs.	Metal Reinforcement	0.0425	8,117.50
390	lin. ft.	Concrete Handrail	3.50	1,365.00
			Sub-total	$26,932.50
			10% Engr. & Cont.	2,693.25
			Total	$29,625.75

Length 182.0 lin. ft. .034 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	NRH Funds	Federal Aid Funds	
Roadwork:				
44' Pavement	$111,490.50	$ 75,772.16	$35,718.34	(32.03+%)
20' Pavement	44,378.49	30,296.83	14,281.66	(32.03+%)
Totals, Roadwork	$156,068.99	$106,068.99	$50,000.00	(32.03+%)
Overcrossing	29,625.75	29,625.75	- -	
Totals, All Work	$185,694.74	$135,694.74	$50,000.00	

State funds for Construction: Chap. 175, laws 1917; Chap. 71, laws 1920
" " " Maintenance: Chap. 41, laws 1927

October 18, 1934

233B

Mr. C. J. Montag
Worcester Building
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on October 11 for the construction of a bridge over Oregon Electric Railroad tracks on the West Side Pacific Highway south of Portland in Multnomah County, and has awarded to you the contract for such work at your bid price of $26,932.50.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Mr. Reeves

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

October 11, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S. Public Works highway project NRH 203-B, (1935), Oregon Electric Overcrossing on the West Side Pacific Highway, to C. J. Montag of Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

203B

October 5, 1934

Jacobsen-Jensen Co.
517 N. E. Stanton St.
Portland, Oregon

Gentlemen:

For use in connection with the Portland-Washington County Line Paving Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Old Post Office Building, Portland, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment offices at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc W. E. Chandler
J H Scott

203-B

October 2, 1934

Jacobsen-Jensen Co.
317 N. E. Stanton St.
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on October 1 for the construction of the Portland-Washington County Line Section of West Side Pacific Highway in Multnomah County, and has awarded to you the contract for such work at your bid price of $145,725.80.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Public Works project NRH 203-B (1935), Portland-Washington County Line section of the West Side Pacific Highway, to Jacobsen-Jensen Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJ Caufield
L. J. Caufield
Highway Engineer

~~Sten~~cil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. USPW Proj.No. NRH-203-B

September 27, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered [illegible] project,

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
E. J. Caufield
Highway Engineer

Encls.

jwn
5

Hwy 22271

Form P. R. 2

State ORECON

U.S.Public Works

Project No. NRH 203-B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of August, 1934 by and between **the Oregon State Highway Commission**, constituting for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto**; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:**

Whereas the Highway Department of said State submitted on the **26th** day of **August**, 19**33**, a project statement, which was approved by the Secretary on the **19th** day of **September**, 19**33**, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section **A** of said project which were recommended for approval by the United States District Engineer on the **1st** day of **May**, 19**34**; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of **two thousand, eight hundred twenty nine and 32/100** dollars ($**2,829.32**) as the share of the United States payable under said act on account of Section **A** of said project, which ~~[illegible]~~ **is** the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State **under the provisions of the National Industrial Recovery Act.** (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 32+78.5 at the west city limits of Portland and the west end of NRM 203-A. and survey station 125+84.6 at the intersection with the Capitol Highway in the West 1/2 of Sec. 29. T 1 S. R 1 E . W.M.,(excepting future grade separation between survey stations 53+86 and 55+66).**, length **1.728** miles, in **Multnomah** County, being Section **B** of **Oregon U.S.Public Works** project No. **NRH 203**, consisting of **1.728** miles of roadway and **no** bridges, of more than 20 feet clear span, **known locally as Fourth Street Entrance to Portland, between official control points "Point on Federal Aid Road near Tigard and Portland".**

ROADS
AUG 21 1934
PORTLAND, ORE.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 3 of said project shall not in any event exceed the sum of two thousand, eight hundred twenty nine and 32/100 dollars ($2,829.32), certified to the Secretary of the Treasury as above mentioned, which [redacted]

[redacted] is [redacted] the approved total estimated cost of Section 3 of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[redacted]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing funds and probable amount annually available)

Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 13th day of Sept., 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

as Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads

8-5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. ~~NRH~~ 203-B State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 2,829.32 as the total estimated cost of said project, and the sum of $ 2,829.32 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share~~ is said total estimated cost.

Done at the city of Washington, this 13th day of September one thousand nine hundred and thirty-four

Secretary of Agriculture,

By ~~Acting~~ Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4830

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

September 25, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon U.S. Public Works highway project NRH 203-B (1935), construction of an overhead crossing of the Oregon Electric Railway on the Portland-Washington County Line section of the West Side Pacific Highway, have today been recommended for approval. This is your authority for advertising.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

September 24, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Oregon Electric Railway Overcrossing on the Portland-Washington County Line Section, Project No. NRH 203-B.

Five bid proposals and five blueprint copies each of the quantity summary sheet and of the detail structural plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Dict. by J. W. Nash/GS
Encl.

Oregon State Highway Department

U. S. Public Works Hwy.
Proj. No. NRH 203-B (1935)

PORTLAND-WASHINGTON COUNTY LINE SECTION
OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, September 24, 1934.

ROADWORK

Sta. 32+78.5 to Sta. 132+00
(44' Roadway)

4,530	cu. yds.	Excavation, Single Classification	$ 0.40	$ 1,812.00
570	yd. mi.	Truck Haul	0.15	85.50
122,000	cu. yds.	Compacting Existing Embankments	0.03	3,660.00
1.84	miles	Finishing Roadbed and Slopes	200.00	368.00
450	sq. yds.	Removal of Old Pavement	0.30	135.00
40	lin. ft.	12" Corrugated Iron Pipe	1.00	40.00
12,500	cu. yds.	Gravel Roadbed Topping	0.30	3,750.00
71,300	yd. mi.	Hauling Topping Materials	0.12	8,556.00
610	cu. yds.	1½" - 0" Rock in Sub-base and Surfacing	1.50	915.00
1,660	" "	3/4" - 0" Rock in Sub-base and Surfacing	1.50	2,490.00
1,325	" "	Sand Cushion	1.00	1,325.00
240	" "	Filler	0.50	120.00
480	yd. mi.	Hauling Filler	0.15	72.00
175	cu. yds.	Aggregates in Top Course of Footpath	3.00	525.00
16	tons	Road Oil in Top Course of Footpath	24.00	384.00
44,340	sq. yds.	Portland Cement Concrete Pavement	1.75	77,595.00
4,600	lin. ft.	Expansion Joints	0.15	690.00
22,300	" "	Contraction Joints	0.03	669.00
19,000	lbs.	Tie Bars and Reinforcement	0.05	950.00
18,600	only	Dowels	0.20	3,720.00
775	tons	Class "B" Asphaltic Concrete	7.00	5,425.00
		Sub-total...................		$113,286.50
		10% Engr. & Cont..........		11,328.65
		Total................		$124,615.15

Length of 44' Roadway 1.844 miles
Cost per mile $67,578.71

Sta. 1[illegible]+00 to Sta. 199+24.9 (20' Roadway)

6,270	cu. yds.	Excavation, Single Classification	$ 0.40	$ 2,508.00
1,230	yd. mi.	Truck Haul	0.15	184.50
82,500	cu. yds.	Compacting Existing Embankments	0.03	2,475.00
1.29	miles	Finishing Roadbed and Slopes	200.00	258.00

Encl. by [illegible]
Encl.

50	lin. ft.	12" Corrugated Iron Pipe	$ 1.00	$ 50.00
7,800	cu. yds.	Gravel Roadbed Topping	0.30	2,340.00
32,000	yd. mi.	Hauling Topping Materials	0.12	3,840.00
60	cu. yds.	1¼" - 0" Rock in Sub-base and Surfacing	1.50	90.00
860	" "	3/4" - 0" Rock in Sub-base and Surfacing	1.50	1,290.00
440	" "	Sand Cushion	1.00	440.00
100	" "	Filler	0.50	50.00
200	yd. mi.	Hauling Filler	0.15	30.00
125	cu. yds.	Aggregates in Top Course of Footpath	3.00	375.00
11	tons	Road Oil in Top Course of Footpath	24.00	264.00
14,500	sq. yds.	Portland Cement Concrete Pavement	1.75	25,375.00
1,500	lin. ft.	Expansion Joints	0.15	225.00
7,300	" "	Contraction Joints	0.03	219.00
5,800	lbs.	Tie Bars and Reinforcement	0.05	290.00
6,120	only	Dowels	0.20	1,224.00

Sub-total................. $41,527.50
10% Engr. & Cont......... 4,152.75

Total............... $45,680.25

Length of 20' Roadway 1.287 miles
Cost per mile $35,493.58

STRUCTURE

Oregon Electric R. R. Overcrossing

1,200	cu. yds.	Excavation	$2.50	$ 3,000.00
100	" "	Excavation Below Plans	5.00	500.00
750	" "	Class "A" Concrete	21.00	15,750.00
240	" "	" "D" "	22.00	5,280.00
191,000	lbs.	Metal Reinforcement	0.05	9,550.00
390	lin. ft.	Concrete Handrail	5.00	1,950.00

Sub-total................. $36,030.00
10% Engr. & Cont......... 3,603.00

Total............... $39,633.00

Length 182.0 ft. .034 mile

Encl.

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	NRH Funds	Federal Aid Funds
Roadwork:			
44' Pavement	$124,615.15	$ 88,027.21	$ 36,587.94
20' "	45,680.25	32,268.19	13,412.06
	$170,295.40	$120,295.40	$ 50,000.00
Overcrossing	39,633.00	39,633.00	- -
	$209,928.40	$159,928.40	$ 50,000.00

[illegible]
Encl.

September 20, 1934

Memorandum re Fourth Street Extension
Overcrossing; File No. 759

This matter was heard before Examiner John J. Hanlon in Room 401, Multnomah County Court House, Portland, Oregon, on Wednesday, September 19, 1934, at ten o'clock A. M.

Oregon Electric Railway Company was represented by Fletcher Rockwood, Attorney, and ____________ Witchell, Chief Engineer, the State being represented by J. W. DeSouza, Assistant Attorney, and O. A. Chase, Assistant Engineer.

No serious difficulties developed at the hearing and, contrary to the answer filed, Oregon Electric Railway Company agreed to bear the expense of watchmen and flagmen for the protection of its property during the period of construction. The question of a bond for the protection of the railroad arose and the writer made an offer to require the State's contractor to furnish a $10,000-bond, assuming the same liability as has been our practice in dealing with Southern Pacific Company, notably at Milwaukie, North Bend, and Ashland. Mr. Rockwood raised the question of having the contractor secure public liability insurance, possibly greater in amount than $10,000, stating that this was more satisfactory to them and could be secured by the contractor for less than the $10,000 contract bond. It was agreed that this question would be investigated and an agreement reached before bids were called for. After the hearing Mr. Chase agreed to make an investigation of the situation and to report back.

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. Baldock
Mr. McCullough

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S. Public Works project NRH 203-B (1935), 3.131 miles of cement concrete paving, Portland-Washington County Line section of the West Side Pacific Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Dict. by J. W. Bash/EB
Encl.

M. M. Probert
Office Engineer

August 29, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany plans and specifications for the paving of the Portland-Washington County Line Section, Project No. NRH 203-B (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover. While the plans for this project were sent to you previously, in connection with the proposed landscaping work under NRH 203-B, the plans have been revised to show the excavation quantities for the grading work to be done prior to construction of the pavement.

The special provisions for this work require the use of a finishing machine with vibrating mechanism on at least 15,000 square yards of the concrete pavement. They also permit the use of the Hunt Process of curing. The vibrating of concrete appears to be coming into more or less general use, and we desire to obtain a sample from which to judge its merits. We have specified that a minimum of 15,000 square yards must be vibrated, having in mind that the contractor will have to rent a machine for a month, and that during that time he can easily lay 15,000 square yards. To assist bidders, we have quoted in our special provisions rental rates on a Lakewood finisher and vibrator that have been quoted us by the Jaeger Machine Company of Columbus, Ohio. We are specifying no particular location for the section of pavement to be vibrated as the location is immaterial and, therefore, may as well be as best suits the convenience of the contractor.

The Hunt Process is a process which conforms with one of the several methods of curing which have been approved by your Bureau. It is a patented process, but as the specifications do not exclude nonpatented methods of curing, the admission of the Hunt Process is, we think, in accord with your policies.

Very truly yours,

R. H. BALDOCK
State Highway Engineer
By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER
Encl.

Oregon State Highway Department

U. S. Public Works Hwy.
Proj. No. NRH 203-B (1935)

PORTLAND-WASHINGTON COUNTY LINE SECTION
OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, ~~August 29~~, Sept 1934.

[illegible]

Sta. 32+78.5 to Sta. 132+00 (44' Roadway)

4,[illegible] cu. yds.	Excavation, Single Classification	$0.40	$1,812.00
370 yd. mi.	Truck Haul	0.15	55.50
122,000 cu. yds.	Compacting Existing Embankments	0.03	3,660.00
1.84 miles	Finishing Roadbed and Slopes	200.00	368.00
√ 250 sq. yds.	Removal of Old Pavement	0.70	175.00
40 lin. ft.	12" Corrugated Iron Pipe	1.00	40.00
12,500 cu. yds.	Gravel Roadbed Topping	0.30	3,750.00
71,300 yd. mi.	Hauling Topping Materials	0.12	8,556.00
610 cu. yds.	1¼" - 0" Rock in Sub-base and Surfacing	1.50	915.00
1,660 " "	3/4" - 0" Rock in Sub-base and Surfacing	1.50	2,490.00
1,725 " "	Sand Cushion	1.00	1,725.00
240 " "	Filler	0.50	120.00
480 yd. mi.	Hauling Filler	0.15	72.00
175 cu. yds.	Aggregates in Top Course of Footpath	3.00	525.00
16 tons	Road Oil in Top Course of Footpath	24.00	384.00
44,340 sq. yds.	Portland Cement Concrete Pavement	1.75	77,595.00
4,600 lin. ft.	Expansion Joints	0.15	690.00
22,300 lin. ft.	Contraction Joints	0.03	669.00
19,000 lbs.	Tie Bars and Reinforcement	0.05	950.00
18,600 only	Dowels	0.20	3,720.00
775 tons	Class "B" Asphaltic Concrete	7.00	5,425.00
		Sub-total	$113,[illegible]6.50
		10% Engr. & Cont.	11,[illegible]
		Total	$1[illegible],6[illegible].15

Length of 44' Roadway 1.844 miles
Cost per mile $67,[illegible].71

Sta. 132+00 to Sta. [illegible] (20' Roadway)

5,270 cu. yds.	Excavation, Single Classification	$0.40	$ 2,108.00
1,270 yd. mi.	Truck Haul	0.15	[illegible]
82,500 cu. yds.	Compacting Existing Embankments	0.03	2,475.00
1.29 miles	Finishing Roadbed and Slopes	200.00	[illegible].00

6

50	lin. ft.	12" Corrugated Iron Pipe	$1.00	$ 50.00
7,800	cu. yds.	Gravel Roadbed Topping	0.30	2,340.00
[illegible],000	yd. mi.	Hauling Topping Materials	0.12	7,[illegible]40.00
60	cu. yds.	1½" - 0" Rock in Sub-base and Surfacing	1.50	90.00
860	" "	3/4" - 0" Rock in Sub-base and Surfacing	1.50	1,290.00
440	" "	Sand Cushion	1.00	440.00
100	" "	Filler	0.50	50.00
200	yd. mi.	Hauling Filler	0.15	30.00
125	cu. yds.	Aggregates in Top Course of Footpath	3.00	375.00
11	tons	Road Oil in Top Course of Footpath	24.00	264.00
[illegible]	sq. yds.	Portland Cement Concrete Pavement	1.75	25,775.00
1,500	lin. ft.	Expansion Joints	0.15	225.00
7,300	lin. ft.	Contraction Joints	0.03	219.00
5,800	lbs.	Tie Bars & Reinforcement	0.05	290.00
6,120	only	Dowels	0.20	1,224.00
		Sub-total		$41,527.50
		10% Engr. & Cont.		4,152.75
		Total		$45,680.25

Length of 20' Roadway 1.287 miles
Cost per mile $35,493.58

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	ERB Funds	Federal Aid Funds
44' Pavement	$12[illegible].15	$ 88,0[illegible]7.21	$76,[illegible]7.94
20' Pavement	45,680.25	3[illegible],268.19	14,41[illegible].06
	$170,[illegible]5.40	$120,[illegible]5.40	$50,000.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

August 29, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to your letter of August 21, 1934, with which was submitted a typical section showing footpath proposed for use on Oregon U. S. Public Works project NRH 203-B (1935).

This section has been examined and is satisfactory so far as the footpath detail is concerned.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

C

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20313

August 21, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith three blueprint copies of a sketch showing the design which we propose to use in constructing a foot path on the Portland-Washington County Line Section of the West Side Pacific Highway.

Please advise as to whether or not this design meets with your approval.

Very truly yours,

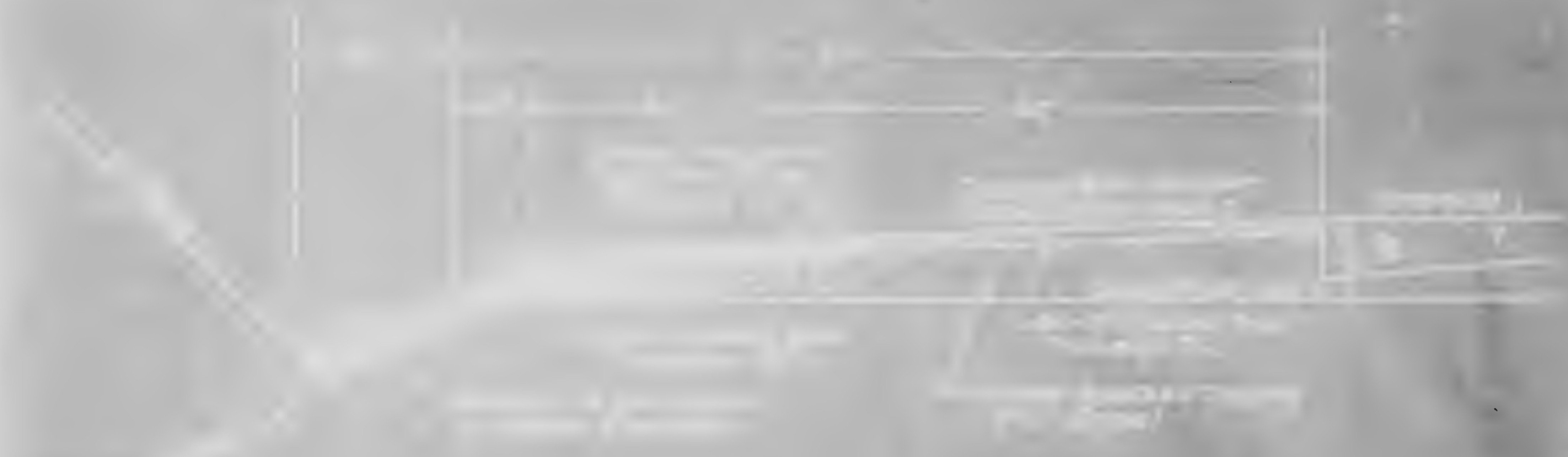
R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.



OREGON STATE HIGHWAY DEPARTMENT
Proposed Cross Section for
PLATFORM AND ROCK SHOULDERS
PORTLAND-MARION COUNTY LINE SEC.
WEST SIDE PACIFIC HIGHWAY
Scale [illegible] August, 1934.

—NOTES—
Road was graded in 1926.
Width of R/W 60
Width between Ditches in Cuts 30
Width of Cut Including Ditches 36
Maximum Width of Pavement 24

July 13, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Portland-Washington County Line Section, Project No. NRH 203-B.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 203-B

PORTLAND-WASHINGTON COUNTY LINE SECTION OF THE WEST SIDE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on estimated costs of State force work).

Salem, Oregon, July 12, 1934

LANDSCAPING (STA. 32+78.5 TO STA. 125+84.6)

Materials

Plants, - (Trees, shrubs and vines as per planting plans and plant order list with specifications)		$ 715.81
Fertilizer, - Sheep Guano		
2.5 Tons at $16.00	$40.00	
Peat Moss		
45 Bales at $1.60	72.00	112.00
Tree Stakes, - (2" x 2" x 8')		
86 at $0.15		12.90
Grass Seed, -		
260 lbs. at $0.50		130.00

Equipment

Truck Rental, - 1 Truck, 12 da. at $6.00		72.00

Labor

Grading and Leveling Work		
1.73 miles at $250.00		432.50
Planting Trees, Shrubs and Vines		
86 trees at $0.60 per tree	$ 51.60	
1415 shrubs at 0.40 per shrub	566.00	
1053 vines at 0.10 per vine	105.30	722.90
Sewing Grass Seed		
130,000 sq. ft. at $0.20 per 1000 sq. ft.		26.00

Superintendence

1 Planting Foreman	at $125.00	(3/5 mo.)	$75.00	
1 Nursery Foreman	at 125.00	"	75.00	
1 Layout Man	at 125.00	"	75.00	
1 Timekeeper	at 125.00	"	75.00	$ 300.00

Operation of Truck

1 Truck Driver at $4.00 per day, 12 days	48.00
Sub-total	$2,572.16
10% Engr. & Cont.	257.21
Total	$2,829.37

Length of Landscaping Project 1.728 miles

Cost per mile $ 1,637.36

National Recovery Highway Funds Requested.........................$2,829.37

State Funds for Constr: Chap. 175, Laws 1917: Chap. 31, Laws 1920
" " " Maint: Chap. 41, Laws 1927

203-B

May 24, 1934

Doty & Doerner
Route 6, Box 92
Portland, Oregon

Dear Sir:

I enclose for your information a tabulation of the bids received by the State Highway Commission on May 17, 1934 for the furnishing of nursery stock for planting on the Portland-Washington County Line Section of the West Side Pacific Highway in Multnomah County. I have checked with red pencil thereon the several items for which you submitted the low bid, totalling $331.49.

I also enclose for your information a copy of the Proposal Form, Instructions to Bidders and Specifications, and call your particular attention to the Proposal Guaranty on page b, and Time of Delivery on page c. In accordance with the Proposal Guaranty, your bid deposit will be held until the nursery stock has been delivered and accepted and all of the provisions of the purchase agreement have been complied with.

Very truly yours,

Secretary

HBC:AJ

[illegible]

[illegible]

[illegible]				Villa Nurseries [illegible]ville, [illegible] Portland, Oregon		
[illegible]	[illegible]	Quantity Required	Quantity Bid	Quantity Awarded	Unit Price Bid	
[illegible]	[illegible]	10	10	10	[illegible]	
[illegible]	[illegible]	10				
[illegible]	[illegible]	8				
[illegible]	[illegible]	200	200		[illegible]	
[illegible]	[illegible]	110	120		[illegible]	
[illegible]	[illegible]	161	161	100	[illegible]	
[illegible]	[illegible]	[illegible]	22	22	[illegible]	
[illegible]	[illegible]	100				
[illegible]	[illegible]	20	20	10	[illegible]	
[illegible]	[illegible]	30	30	30	[illegible]	
	[illegible]					
[illegible]	[illegible]	40	40		[illegible]	
[illegible]	[illegible]	[illegible]				
[illegible]	[illegible]	[illegible]				
	Total					

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

May 17, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contracts for nursery stock for Oregon U. S. Public Works project No. NRH 203-B, Portland-Washington County Line section of West Side Pacific Highway, to the low bidders.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U. S. Public Works project NRH 203-B, the Portland-Washington County Line section of the West Side Pacific Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Ton

April 27, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany landscaping plans for the Portland City Limits-Washington County Line Section, Project No. NRH 203-B.

Five sets of bidding specifications for the furnishing of trees, shrubs and vines and five sets of planting specifications are being sent under separate cover. We are, likewise, sending under separate cover five blueprint sets of plans for the landscaping work from Sta. 32+78.5 to Sta. 125+84.6 and five sets of blueprint plans showing the alignment and profile of the entire project from the city limits to the Washington County Line.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 203-B

PORTLAND-WASHINGTON COUNTY LINE SECTION
OF THE WEST SIDE PACIFIC HIGHWAY IN
MULTNOMAH COUNTY

(Estimate to accompany landscaping plans. Not as basis for project agreement.)

Salem, Oregon, April 27, 1934

LANDSCAPING (STA. [illegible]+73.5 TO STA. 125+34.6)

Materials

Plants, - (Trees, shrubs and vines as per planting plans and plant order list with specifications)		715.81 $ 759.00
Fertilizer,-Sheep Guano 2.5 Tons at $16.00	$ 40.00	
Peat Moss 45 bales at $1.60	72.00	112.00
Tree Stakes-(2" x 2" x 8') 86 at $0.15		12.90
Grass Seed,- 260 lbs. at $0.50		130.00

Equipment

Truck Rental, - 1 Truck, 12 da. at $6.00		72.00

Labor

Grading and Leveling Work 1.73 miles at $250.00		432.50
Planting Trees, Shrubs and Vines		
86 trees at $0.60 per tree	$ 51.60	
1415 shrubs at 0.40 per shrub	566.00	
1053 vines at 0.10 per vine	105.30	722.90
Sowing Grass Seed 130,000 sq. ft. at $0.20 per 1000 sq. ft.		26.00

Superintendence

1 Planting Foreman	at $125.00	(3/5 mo.)	$75.00	
1 Nursery Foreman	at 125.00	"	75.00	
1 Layout Man	at 125.00	"	75.00	
1 Timekeeper	at 125.00	"	75.00	$ 300.00

Operation of Truck

1 Truck Driver at $4.00 per day, 12 days	48.00
Sub-total	$ 2,609.35
10% Engr. & Cont.	260.93
Total	$ 2,870.28

Length of Landscaping Project 1.728 miles

Cost per mile $ 1,661.04

National Recovery Highway Funds Requested........................ $ 2,870.28

CONTRACT #1656,

NRH 191-B Deadman Cr.-Brooks, 1934
Grading
1656

191-B

RECEIVED
[illegible]
FOR FILING

August 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of July 31, 1936, concerning the Deadman-Brooks Section, Project No. NRH 191-B (1935).

The station description given in the explanation of overruns and underruns concerning 8" perforated pipe and rock backfill was incorrect, and the correct stationing is 409+00 to 417+00.

With reference to the constructed length of the project, our records indicate a statement was submitted with the final estimate giving this information. However, an additional copy is enclosed herewith. It is our intention to use this revised length when the project agreement estimate is submitted for F. A. Project No. 191-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ME

191-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 31, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon USPW project NRH 191-B (1935), the Deadman Creek-Brooks Section of the Wilson River Highway, for which the final voucher was recently submitted.

The explanation of overrun of rock backfill in drains mentions extreme wet conditions at "Station 625-254 where the 8" perforated pipe was placed". The plans show the 8" pipe was to be used in the vicinity of Station 410. Will you please advise as to the correct station numbers.

The constructed length of the project is shown to be 0.007 mile less than the project agreement length, but we have no information as to whether the change is due to revision of the line or merely to errors in the original chaining. Will you please give us an explanation of the revised length. In this connection we note that the length shown on the preliminary estimate for FAP 191-B, dated July 17, 1936, shows the same length as the project agreement for NRH 191-B (1935). If the preliminary estimate is in error, will you please show the correct length on the project agreement estimate when submitted.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

191-B

June 25, 1936

Jacobsen-Jensen Company
517 N. E. Stanton St.
Portland, Oregon

Gentlemen:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of August 21, 1935 for an extension of time in which to complete your contract for grading Deadman Creek-Brooks Section of the Wilson River Highway in Tillamook County. There follows an excerpt from the minutes of the State Highway Commission meeting held on September 26, 1935 covering this matter:

"Jacobsen-Jensen Company, contract No. 1656 for grading Deadman Creek-Brooks Section of the Wilson River Highway in Tillamook County, requested an extension of time of 60 days in which to complete this job, giving as their reason for such request that they were required to perform considerably more work than was specified in the contract and that their operations were handicapped by bad weather conditions. The Engineer advised that the reason given by the contractor for the delay in completing this job within the specified time limit is correct. He pointed out that it was originally contemplated to construct only a 3.82-mile section, but the specifications made provision for extending the contract if the Commission so desired, and actually the contractor constructed 1.55 miles of work more than was originally intended. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

DP

FORM S-A-1 5M 9-35.
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

191-15

OREGON STATE HIGHWAY COMMISSION

SALEM

February 15, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

The Commission had under consideration at its last meeting the claim of Jacobsen-Jensen Company for compensation for extra hauling in connection with their contract No. 1656 on the Wilson River Highway, between Deadman Creek and Brooks.

The Commission approved the settlement of this claim in the amount of $1911.45, as recommended in your letter of February 5.

Very truly yours,

Secretary

HBG:MBL

cc - R H Baldock
F D Eason

FORM 5-A-1 8M 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

191-C

January 29th, 1936

Mr. W. E. Chandler
Division Engineer
Office

Attention: Mr. Eason.

Dear Sir:

Mr. Baldock has approved the price agreement to Jacobsen-Jensen for the additional haul on topping material for that portion of the contract included within the extension from Station 605+60 to 690. Our computations indicate that their bid price included approximately one-mile haul on material, and that the average haul on the extension is approximately three miles. Therefore, the excess haul is two miles. I would suggest, therefore, that a price agreement be made to cover A dditional Topping Haul on Extension at 30 cents per cubic yard. This is based upon two miles additional haul at 15 cts.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

#1656

1913

December 10, 1935.

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1656, for the construction of the Deadman Creek-Brooks Section of the Wilson River Highway in Tillamook County, has been completed by the contractors, Jacobsen-Jensen Company, 517 N. E. Stanton Street, Portland, and that final settlement will be made by the State with said contractors for work done under this contract, on or after December 20, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims, should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $119,462.23, including the final payment. Of this amount $320.86 was force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1656

191B

December 10, 1935.

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1656, for the construction of the Deadman Creek-Brooks Section of the Wilson River Highway in Tillamook County, has been completed by the contractors, Jacobsen-Jensen Company, 517 N. E. Stanton Street, Portland, and that final settlement will be made by the State with said contractors for work done under this contract, on or after December 20, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims, should there be any.

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For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $119,462.23, including the final payment. Of this amount $320.86 was force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

191B

November 26, 1935

Collins Concrete and Steel Pipe Co.
Cor. N. Albina and River Street
Portland, Oregon

Gentlemen:

In reply to your letter of November 21st, we are listing below the sizes and quantities of concrete pipe as shown on the engineer's final estimate for the Deadman Creek-Brooks Section of the Wilson River Highway.

6" Porous Drain Tile	236	lin. ft.
8" Perforated Concrete Pipe	549	" "
12" Concrete Pipe	162	" "
18" Concrete Pipe	882	" "
24" Concrete Pipe	336	" "

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. H. Reisner/GS

TELEPHONE WALNUT 7670

J. J. COLLINS, PRESIDENT

COLLINS CONCRETE AND STEEL PIPE CO.

CORNER N. ALBINA AND RIVER STREET
PORTLAND, OREGON

Ren

November 21, 1935.

Mr. H. B. Glaisyer,
Secretary State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

We would appreciate having the following information at your convenience:

> The different sizes and quantities of each size of concrete pipe that was paid to the Jacobsen-Jensen Company on the Deadman-Creek Brooks Section, Tillamook County.

Thanking you in advance for this information.

Yours truly,

COLLINS CONCRETE AND STEEL PIPE CO.,

By Ray Collins

RC:DB

REFERRED TO
BY SECRETARY

MEMBER ASSOCIATED GENERAL CONTRACTORS

Form 338—5M—2-35

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 12th, 1935

Section	Deadman Creek-Brooks	*Kind of work*	Grading -Topping
Highway	Wilson River	*Section prefix*	29PT(29-1005) NRH 191-B
Contractor	Jacobsen & Jensen	*Contract number*	1656
Date of contract	October 10th, 1934	*Date of completion*	August 31st, 1935
Date work started	" , 1934	*Estimated date of completion*	, 193
Amount of contract	$ 115430.56	*Per cent of time elapsed*	%

Estimated cost of completed project, exclusive of engineering $ 120043.38

Per cent of contract completed, based on total contract price all %

Engineering cost to date, $ 6181.20, 5.1 %   *Date project was completed* October 4th, 1935

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final Estimate ready except for one force account bill to come in yet, and about one days work in writing up.

Party spent one day in setting R/W Posts

Mr Stoddard of BPR over the project on the 11th and said that the job was O K but mentioned an idea of using a heavy roller after rains started.

Signed J.H.Scott

Address Nehalem, Oregon,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING Topping	A ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.4	5.4			
Miles partially completed					
Miles completed	5.4	5.4			
Total estimated quantities	164773	25600			
Estimated quantities moved or placed to date	"	"			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	00				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ...

October	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 6th	Clear		
Monday 7th	"		
Tuesday 8th	"		
Wednesday 9th	"		
Thursday 10th	Cloudy		
Friday 11th	Rain		
Saturday 12th	"		

FORM 5-A-1 21949 5M 5-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1910

September 20, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Salem, Ore.

Attention - Mr. F. D. Eason

Dear Sir:

The Deadman Creek-Brooks Section overran the estimate. This is very unusual in work of this class as we usually have a considerable saving on the contingency item.

It is therefore requested that the field engineers be fully advised concerning the shrinkage of similar material in like circumstances so that the preliminary estimates can more closely approximate the yardage of the final estimate.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

1916

Salem, Oregon,

[illegible] 24th,1936 29-1005 Wrh 191-B

RECEIVED

DIVISION ENGINEER

[illegible]dlor,
Division Engineer,
Oregon State Highway Dept.,
Salem, Oregon,

Dear Sir:

In reference to your letter of August 20th in which you request explanation of the following over runs on the Deadman Creek-Brooks Section of the Wilson River Highway

Over run in contract quantities

2550 cu yds trench excavation	$ 2550.00
[illegible] cu yds common	2400.00
[illegible]	[illegible]

Increase in trench excavation was at station 514 at Zig Zag Creek. Original plans [illegible] culvert to be placed in the solid rock creek bottom and it was assumed until the culvert was staked out that it would be placed there. At that time it was found [illegible] several feet under high water of Wilson River at that location. [illegible] it was necessary to move the culvert to avoid this condition and that the only way in which this could be done was to take advantage of falls up the creek for an intake and carry the culvert on the sidehill. This required trench excavation of about [illegible] cu yds. This with the shortened culvert about balanced the lesser trench excavation and longer culvert but orders came from the Salem office to allow five feet extra at each end for widening the fill later.

Increase in common: Job at the time the contract was let was balanced on 10% shrinkage. Actual shrinkage has been 20% to 25% depending on whether the work was done with bulldozers or carryals, the latter taking about 5% more shrinkage due to greater compaction.

Over run in rock fill: This was at station 512 and at the time the contract was let, it was proposed to place 1000 cu yds of heavy rock on the river side. Before this could be done the wall or a section of it slipped out into the river on a slipping plane several feet below the bottom of the wall. Filling was stopped when the yardage reached 1400 and Mr. H. G. Smith ordered more rock put in.

Yours truly,

J. Scott

J. [illegible] Scott
Resident Engineer

Cc. R. H. Baldock
H. G. Smith

FORM 6-B-1 23490 500 6-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

19113

August 20, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. H. Scott,
Resident Engineer,
Oregon State Highway Commission,
Nehalem, Oregon.

Dear Sir:

The following list of overruns on the Deadman Creek-Brooks Section has required application for additional funds:

Overrun in contract quantities	
2,550 cu. yds. trench excavation	$2,550.00
12,000 " " common "	2,400.00
800 " " rock embankment in place	2,000.00
	$6,950.00
Underrun in miscellaneous items and contingency fund	4,650.00
Total overrun	$2,300.00

Will you please send in a brief explanation as to why these quantities overran?

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

WEC:AM
cc R. H. Baldock ✓
H. G. Smith
F. D. Eason

FORM 5-3-1 21946 500 5-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

191B

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

July 11, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

29 PT

Jacobsen & Jensen,
General Contractors,
517 N. E. Stanton Street,
Portland, Oregon.

Gentlemen:

We wish to advise that your subcontract with Weiss & Tittle for furnishing, delivering and placing roadbed topping on the Deadman Creek-Brooks Section of the Wilson River Highway, Contract No. 1656, has been approved by the Legal Department and this office.

We are retaining the copy of the subcontract submitted for our files, and request that a similar copy be furnished the engineer, Mr. J. H. Scott, of Nehalem.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
H. G. Smith
J. H. Scott

Cost Data to July 1, 1935

Wilson River Highway, Deadman Creek-Brooks Section, Grading Contract 1656.
Prefix 29 PT.

Jacobsen-Jensen Contractors - J. H. Scott, Res. Const.Engr.

Item	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clear & Grub	$ 7,348.92	95%	-	-	$ 7,600.00
Fell Dangerous Trees	83.13	143 Dia.Ft.	$0.58	$ 1.00	143.00
Trench Excavation	3,172.67	4,621 Cu.Yds.	0.686	1.00	4,621.00
Common "	12,910.77	80,750 " "	0.160	0.20	16,150.00
Solid "	6,485.59	20,250 " "	0.32	0.50	10,125.00
Overhaul	1,960.00	98,000 Yd. Sta.	0.02	0.02	1,960.00
Truck Haul	1,311.68	4,560 Yd.Mi.	0.287	0.20	912.00
Rock Embankment	1,707.12	1,200 Cu.Yds.	1.42	2.50	3,000.00
Class "D" Concrete	6,984.70	490 " "	14.25	24.50	12,005.00
Metal Reinforcement	3,705.35	81,700 Lbs.	0.045	0.07	5,719.00
Rock Backfill	124.87	165 Cu.Yds.	0.762	2.00	330.00
Selected Topping	1,908.54	2,990.Cu.Yds.	0.63	0.54	1,614.60
6" Drain Tile	20.50	82 Lin.Ft.	0.25	0.60	49.20
8" Concrete Perforated Pipe	215.50	513 " "	0.42	1.00	513.00
12" " Pipe	144.88	138 " "	1.04	2.00	276.00
18" " "	695.85	420 " "	1.66	3.00	1,260.00
24" " "	537.80	278 " "	2.36	4.00	912.00
36" Corrugated Iron Pipe	1,354.30	268 " "	5.05	6.00	1,608.00
48" " " "	501.16	80 " "	6.26	10.00	800.00
72" " " "	635.74	48 " "	13.24	16.00	768.00
FAO	46.20				47.96
PA - Clearing East of Wilson River	4630.45	90%			4,950.00
	$ 56,485.72				$ 75,363.76

Gross Earnings	$ 75,363.76
Total Cost	56,485.72
Net Profit	$ 18,878.04

Net Profit Equals 25.0% of Gross Earning

Cost Data to July 1, 1935

Wilson River Highway, Deadman Creek-Brooks Section, Grading Contract 1656.
Prefix 29 PT

Jacobsen & Jensen Contractors - J. H. Scott Res. Const.Engr.

Labor:

Labor		$17,639.79	
Supervision		1,861.60	
State Ind. Acc. Insurance	4.25	819.81	
			$20,321.20

Materials:

Cement	9.04 Bbls.	at	$3.10	2,802.40	
Mineral Aggregate	7.64 Cu.Yd.	"	2.25	1,720.00	
Reinforcing Steel	81,700 Lbs	"	0.0367	2,998.30	
Sheet Metal for Stop in Box Culvert				72.79	
6" Conc. Drain Tile	82 L.Ft.	"	.15	12.30	
8" Perforated Conc.Pipe	513 L.Ft.	"	.21	107.73	
12" Concrete Pipe	138 " "	"	.61	84.18	
18" " "	420 " "	"	1.19	499.80	
24" " "	228 " "	"	1.66	378.48	
36" Corrugated Iron Pipe	268 " "	"	4.22	1,131.22	
36" Corr. Iron Band	9 Only	"	4.02	36.21	
48" Corrugated Iron Pipe	80 L. Ft.	"	4.78	382.40	
48" " " Band	3 Only	"	4.60	13.80	
72" " " Pipe	48 L. Ft.	"	10.82	519.36	
72" " " Band	2 only	"	10.82	21.64	
Selected Topping	2,990 Cu.Yd.	"	.583	1,744.20	
					$12,524.90

Equipment Rental, Gas, Oil, Grease & Miscl.Expenses.

Equipment Rental	$ 9,122.00	
Gas, Oil & Grease	5,018.65	
Truck Rentals	1,727.88	
Strut Lumber	12.00	
Form Lumber	328.07	
Explosives	3,009.60	
Small Tools, Supplies & Misc.	1,244.86	
Move In	479.51	
Lumber & Material to Build Office	72.71	
Insurance Public Liability and Property Damage	70.72	
Bond 1% of Gross earned	753.63	
Portland office (9 mo. at $200.00)	1,800.00	
		$23,639.62

Grand Total	$56,485.72

Cost Data to July 1, 1935

Wilson River Highway, Deadman Creek-Brooks Section, Grading Contract 1656.
Prefix 29 PT.

Jacobsen-Jensen, Contractors   J.H.Scott Res. Const.Engr.

Remarks:

The job started October 10, 1934 and to July 1, was about 62% completed.

Clearing is about 98%, excavation 60%, pipe 70%, concrete 80% and Select Topping 8½% completed.

Progress has been good, though continuing rainy days have delayed work, particularly trucks in hauling materials excavated with shovel.

To date about 91,000 Cu. Yds. have been moved and placed with one bulldozer, and 2-8 cu.yd. La Tourneau carry all scrapers, powered by 60 gas cats, and about 9000 cu. yds. was loaded with a 75 Lorain Gas shovel and hauled with 5 cu. yd. trucks.

About 30% of solid moved to date consisted of large boulders encountered at Sta. 452 to 454. These were up to 2½ cu.yd. in size and of high specific gravity. Most of them were loaded without bulldozing. About 800 cu. yds. were used to complete embankment in place at Station 311 to Station 312. The solid rock at Station 183 drilled at about 1 foot per minute and shot with about ~~four to the~~ pound of powder per cu.yd.

The % of profit will decrease as job continued as solid rock and selected topping were bid low.

E. H. Clymer

By

Ross C. Miles

June 22, 1935

Mr. W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of June 14th, concerning the furnishing of gravel under the Jacobsen-Jensen Company contract for the grading of the Deadman Creek-Brooks Section of the Wilson River Highway, U. S. Public Works Highway Project NRH 191-B.

In writing our letter of June 13th, we overlooked the fact that the authority requested had previously been granted and that the contractor, therefore, is authorised to furnish gravel for this project without the prior filing of prices with the gravel code authorities.

Very truly yours,

State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

June 14, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your June 13, 1935, letter with which you forwarded one from the Jacobsen-Jensen Co. dated June 13. Both of these letters refer to the provisionsof the Sand and Gravel Code insofar as they apply to Oregon U.S.Public Works highway project NRH 191-B, Wilson River Highway, Contract No. 1656.

This contract provides on page 29 that "The material to be used in the topping work shall be durable bar-run gravel obtained from such locations in the Wilson River or the North Fork of the Wilson River as the contractor may select. * * * *
"The contractor shall himself acquire and pay for the right to take gravel from the source or sources that he elects to use."

My wire of October 5, 1934, advises that in view of the above contract provisions, and for the further reason that his bid price shall include purchase of gravel from owner of land from which taken and haul of gravel to place where deposited on road, and is not offering it for sale, the contractor is not subject to the gravel code as to price filing.

It is accordingly requested that we be advised further in this matter, particularly as to who is requiring that it be mandatory on the part of the contractor to purchase materials from the local sand and gravel plant.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

June 13, 1935

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

Dear Sir:

I am attaching hereto a communication from Jacobsen-Jensen Company with relation to the operation of the Code of Fair Competition for the Crushed Stone, Sand and Gravel, and Slag Industries. They find that they can operate more economically by producing the materials themselves rather than buying from an established sand and gravel plant, and have requested permission to disregard contract provisions and furnish the material themselves.

Unquestionably this is a matter that will come up at frequent intervals and I would appreciate your advice to the end that I may give the proper reply to those who bring up this question.

Jacobsen-Jensen Company advise that they are in a hurry to proceed with this work and our Division Engineer states that he is very anxious for them to place the sand and gravel topping at the earliest possible time. I would, therefore, appreciate your early consideration of this matter and a reply by wire.

Very truly yours,

State Highway Engineer

RHB:HI

517 N. E. Stanton St.,
Portland, Oregon
June 13, 1935

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to the Deadman Creek-Brooks Section of the Wilson River Highway, Contract No. 1656, advise that we would appreciate receiving permission to furnish the gravel topping ourselves. The contract calls for compliance with the Sand and Gravel Code which makes it mandatory to purchase materials from the local sand and gravel plant.

We understand that the operation of the National Recovery Act N.R.A. codes has been nullified by the Supreme Court decision and that in consequence we have the right to disregard the contract provisions with relation to the furnishing of these materials under the former Sand and Gravel Code.

We have taken no action with reference to this matter at the present time but it is necessary that we start this work within the next week and in consequence would appreciate your decision with relation to this matter at the earliest possible time. Please understand that we are not taking the position that we intend to disregard your instructions and proceed contrary to the written specifications unless we receive your written permission. However, it appears to us that the Sand and Gravel Code has been eliminated by the action of the Supreme Court and, therefore, we would be entitled to proceed otherwise.

Yours very truly,
JACOBSEN-JENSEN COMPANY

By

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. NRH 191-B (1935)

May 10, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Jm

Hwy. 24945

Form P. R. 2

State Oregon

U.S.Public Works Highway Project No. NRH-191, Section B
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

PROJECT AGREEMENT

Memorandum of Agreement made this 11th day of April, 1935

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly the National Industrial Recovery Act (Public No.67,73rd Cong.) approved June 16, 1933, and act approved June18, 1934 (Public No.393, 73rd Cong.)**

Whereas the Highway Department of said State submitted on the 5th day of December, 1932, a project statement, which was approved by the Secretary on the 9th day of January, 1933 for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 13th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred twenty-five thousand, nine hundred thirty-two and 75/100 dollars ($125,932.75) as the share of the United States payable under said act on account of Section B of said project, which ~~does not exceed the authorized Federal [illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from funds apportioned under the act of June 18, 1934.**
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **between survey station 405+00 in the NW¼ of Section 17, T 1 S, R 8 W, at the east end of Section A of said project and survey station 690+00 in the NE¼ of Sec. 12, T 1 S, R 8 W, W.M. (excepting therefrom the crossing of Wilson River between survey stations 605+60 and 608+50)**

, length **5.369** miles, in **Tillamook** County, being Section **B** of **Oregon U.S.Public ~~Works~~ Highway** project No. **NRH-191** (1935), consisting of **5.369** miles of roadway and **no** bridges, ~~xxxx~~ of more than 20 feet clear span, ~~xxxxxxxxxxxxxxxx~~ **known locally as the Deadman Creek-Brooks Section of the Wilson River Highway between official control points Tillamook and Banks.**

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of one hundred twenty-five thousand, nine hundred thirty-two and 75/100 dollars ($ 125,932.75), certified to the Secretary of the Treasury as above mentioned, which [illegible]

[illegible] is ~~xxx~~ the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 245, Laws of 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 29th day of April, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By C. J. Washburne
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Highway Project No. [illegible]-191-B (1935) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $125,932.78 as the total estimated cost of said project, and the sum of $125,932.78 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this 29th day of April one thousand nine hundred and thirty-five

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4839

point of haul divide; timber situated west of this point will be hauled vi[illegible]y to Tillamook - that sit[illegible]st of there will be transported to the Columbia River via th[illegible] consolidated timber company railroad.

Yours very truly,

191 B

PRA

April 4, 1935.

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Reference is made to logging on Wilson River Route and Oregon U. S. Public Works Highway Project NRH 191-B(1935).

In my estimation the section as far as Fall Creek will be adequate to log 50% of the Tillamook burn not accessible to the Consolidated Timber Company Railroad (west of McNamer's Camp), since the Wilson River Company (Weyerhaeuser) expect to build a 15 mile road up Fall Creek to the South and east. Another lateral road will develop on to the ridge from Jordan Creek which is about 6 miles east of Fall Creek. From Jordan Creek to Mc Namer's Camp (which is about 14 miles east of Fall Creek) there are several smaller holdings. The Wright-Blodgett expect to log a small area near McNamer's Camp via the highway.

Approximately 1 mile east of McNamer's camp is the point of haul divide; timber situated west of this point will be hauled via highway to Tillamook - that situated east of there will be transported to the Columbia River via the new consolidated timber company railroad.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

April 1, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the Wilson River Route, and particularly Oregon U. S. Public Works highway project NRH 191-B (1935), which has been extended approximately to Fall Creek.

During the summer of 1934 considerable discussion and correspondence was had between the various lumber companies and civic organizations relative to the length of construction necessary to log the various portions of the Tillamook burn. There was considerable discussion of this point at the various hearings before the Commission.

To what extent will the improvement of this route to ✓ Fall Creek permit the logging of this timber?

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Mr. Smith: ✓
Please prepare an answer for me.
R.H.Baldock

12.93
14.0

128
620
1308

[illegible]

February 16, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Deadman Creek-Brooks Section, Project No. NRH 191-B (1935), which estimate is based on extension of the contract to Station 690 as provided in the special provisions.

The item of "Clearing and Grubbing" on the extension is to be paid for under Supplemental Price Agreement No. 1, three copies of which are enclosed herewith. Your attention is called to agreed price for this additional clearing being at a greater cost per acre than that for the clearing and grubbing within the original contract limits. This is occasioned, however, by the condition that a considerable portion of the original section had been partially cleared previously and the remaining work to be done on that section is considerably lighter than the work to be done on the extension.

Additional investigation of drainage requirements on the project has developed several changes in culvert sizes and the plans have been revised to conform to these changes. Three copies of a letter agreement from the contractor consenting to these changes are enclosed herewith. We are, likewise, sending, under separate cover, five blueprint copies of plan sheets 1, 2, 10, 11 and 12, which have been revised to indicate the changes in drainage structures.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

February 16, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

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Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRH 191-B (1935)

DEADMAN CREEK-BROOKS SECTION OF THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 14, 1935

All Required		Clearing and Grubbing (Original Contract)		$ 8,000.00
All Required		Clearing and Grubbing (Extension of Contract, Sta. 605 to 690)		5,500.00
300	dia. ft.	Felling Danger Trees	$ 1.00	300.00
3,000	cu. yds.	Trench Excavation	1.00	3,000.00
112,000	cu. yds.	Common Excavation	0.20	22,400.00
36,000	cu. yds.	Solid Rock Excavation	0.50	18,000.00
199,000	yd. sta.	Overhaul	0.02	3,980.00
8,300	yd. mi.	Truck Haul	0.20	1,660.00
5.37	miles	Finishing Roadbed and Slopes	55.00	295.35
34,000	cu. yds.	Selected Roadbed Topping	0.54	18,360.00
614	cu. yds.	Class "D" Concrete	24.50	15,043.00
84,000	lbs.	Metal Reinforcement	0.07	5,880.00
150	cu. yds.	Rock Backfill in Drains	2.00	300.00
1,000	lin. ft.	6" Porous Drain Tile	0.60	600.00
550	lin. ft.	8" Perforated Concrete Pipe	1.00	550.00
140	lin. ft.	12" Concrete Pipe	2.00	280.00
1,200	lin. ft.	18" Concrete Pipe	3.00	3,600.00
350	lin. ft.	24" Concrete Pipe	4.00	1,400.00
168	lin. ft.	36" Concrete Pipe	7.00	1,176.00
300	lin. ft.	36" Corr. Iron Pipe	6.00	1,800.00
140	lin. ft.	48" Extra Strength Corr. Iron Pipe	10.00	1,400.00
60	lin. ft.	72" Corr. Iron Pipe	16.00	960.00
			Sub-total	$114,484.35
			10% Engr. & Cont.	11,448.43
			Total	$125,932.78

Length of Roadwork 5.424 miles
Cost per mile $ 23,217.69

NRH Funds Requested- $125,932.78

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

191-B

February 15, 1936

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

The Commission had under consideration at its last meeting the claim of Jacobson-Jensen Company for compensation for extra hauling in connection with their contract No. 1656 on the Wilson River Highway, between Deadman Creek and Brooks.

The Commission approved the settlement of this claim in the amount of $1911.45, as recommended in your letter of February 5.

Very truly yours,

Secretary

HBG:MBL

cc - E H Baldock
F D Eason

REFERRED TO
Mr. Glaisyer
By State Highway Engineer

For Com. meeting.

Please get Mr. Smith's recommendation to go with this.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

STATE HIGHWAY COMMISSION
CE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

January 22, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

ineer,

Attention: Mr. H. G. Smith.

rring to your letter of January 14 regarding the
-Jenson Company for extra compensation on the
way contract No. 1656:

contract was let October 10, 1934, on the basis
grading construction, Stations 405+00 to 605+60.
serted in the specifications for the lengthening or shortening of the contract at the option of the State before December 31, 1934. The contractor, in accepting the contract, agreed that the State could adjust the length of the work to conform to the amount of money available and set up for the project, which adjustment could be determined only after the bids had been received.

If necessary, the job was to be shortened to Station 555, or, if the money would permit, it could be lengthened to Station 690. In case the work was shortened or lengthened, the amount to be paid for clearing and grubbing was to be adjusted correspondingly. Other items were assumed to be covered by the unit bid prices.

The job was lengthened, and a price agreement was obtained from the contractor covering the extra clearing and grubbing involved. The bid item on topping included the haul. The topping in place price was 54 cents. It was expected that material suitable for topping could be obtained along the Wilson River at various bars or bank gravel that showed up along the line. However, most of the gravel where the contractor obtained his material was very coarse, and considerable difficulty was encountered in getting suitable material and sufficient fines to make a reasonably smooth roadbed.

9-8-1 1M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

January 22, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Referring to your letter of January 14 regarding the claim of Jacobsen-Jensen Company for extra compensation on the Wilson River Highway contract No. 1656:

This contract was let October 10, 1934, on the basis of 3.80 miles of grading construction, Stations 405+00 to 605+60. A proviso was inserted in the specifications for the lengthening or shortening of the contract at the option of the State before December 31, 1934. The contractor, in accepting the contract, agreed that the State could adjust the length of the work to conform to the amount of money available and set up for the project, which adjustment could be determined only after the bids had been received.

If necessary, the job was to be shortened to Station 555, or, if the money would permit, it could be lengthened to Station 690. In case the work was shortened or lengthened, the amount to be paid for clearing and grubbing was to be adjusted correspondingly. Other items were assumed to be covered by the unit bid prices.

The job was lengthened, and a price agreement was obtained from the contractor covering the extra clearing and grubbing involved. The bid item on topping included the haul. The topping in place price was 54 cents. It was expected that material suitable for topping could be obtained along the Wilson River at various bars or bank gravel that showed up along the line. However, most of the gravel where the contractor obtained his material was very coarse, and considerable difficulty was encountered in getting suitable material and sufficient fines to make a reasonably smooth roadbed.

The farthest east sources used by the contractor were Stations 474 and 502. No suitable material was found east of the river crossing on the extension section of the contract. Since the bid was taken on the basis of topping in place over the original section specified in the contract between Stations 405 and 605 and as this particular item actually involved additionl expense on the extension portion of the contract, it would seem reasonable to adjust this topping item for the extended portion of the contract on the basis of extra haul involved.

I discussed this matter with Mr. Probert, and he also was of the opinion that the bid price covered the original 3.82 mile section and that the contractor was entitled to the extra cost of hauling to the extended section.

There was approximately 7,000 cubic yards of topping used east of the Wilson River crossing, Stations 606 to 690. The average haul beyond the end of the original contract limits was one mile. The truck haul bid item on grading work was 20 cents per yard mile. Applying this bid item on the 7,000 yards of topping involved on the extension would give an allowance to the contractor of $1,400.00. However, the average haul from the easterly pit used by the contractor would be three miles. If we should allow him the 21,000 yard miles of haul from the pit, we should be entitled to a better haul price than the 20 cents which applied to the grading work.

I suggest that we offer to settle with the contractor on the basis of 7,000 yard miles of haul beyond the original contract limit at his bid price of 20 cents a yard mile.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock ✓

A-1 10M 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 5th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Jacobsen-Jensen Co. have brought up the matter of extra haul on their extension of contract on the Wilson River Highway, Deadman Creek-Brooks Section.

You will remember that the contract contained proviso that it could be extended from Wilson River across to Brooks if funds were available. No provision was made in this contract for the additional haul on topping material which this extension would entail, and therefore, a price agreement has been made up based on 30 cents per cubic yard for two miles additional haul. This amounts to $1,911.45.

I believe this to be an equitable adjustment of their contract as the prices bid clearly covered the original section only.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

S-A-1 8M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 5th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Jacobsen-Jensen Co. have brought up the matter of extra haul on their extension of contract on the Wilson River Highway, Deadman Creek-Brooks Section.

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I believe this to be an equitable adjustment of their contract as the prices bid clearly covered the original section only.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

Cost Analysis to February 1, 1935

Wilson River Highway, Deadman Creek-Brooks, Grading, Contract 1656, Prefix 29 PT

Labor					
Labor				$ 6,594.58	
Supervision (Superintendent)				651.40	
State Industrial Accident Commission				307.43	
					$ 7,553.41
Material					
Cement	142	Bbls.	at 3.30	$ 468.60	
Mineral Aggregate	105	C.Y.	" 2.00	210.00	
Reinforcing Steel	11,000	Lbs.	" 3.67	403.70	
Sheet Metal for Box Culvert				23.25	
8" Perforated Concrete Pipe	465	L.F.	" 0.21	97.65	
12" Concrete Pipe	138	L.F.	" 0.61	84.18	
18" Concrete Pipe	264	L.F.	" 1.19	314.16	
24" Concrete Pipe	156	L.F.	" 1.66	258.96	
48" Corrugated Iron Pipe	80	L.F.	" 4.78	382.40	
48" Corrugated Iron Pipe Bands	3		" 4.60	13.80	
72" Corrugated Iron Pipe	48	L.F.	" 10.82	519.36	
72" Corrugated Iron Pipe Bands	2		" 10.82	21.64	
					$ 2,797.70
Equipment Rental, Supplies and Miscellaneous					
Equipment				$ 1,676.75	
Gas, Oil and Grease				1,187.75	
Explosives				1,510.25	
Small Tools, Supplies and Miscellaneous				388.55	
Form Lumber				176.54	
Lumber and Supplies to Build Office				72.71	
Bond, 1% of Gross Earnings				197.76	
Freight and Cartage				140.05	
Part of Portland Office Expense, 4 months at $200.00				800.00	
					$ 6,150.36

Cost Grand Total $16,501.47

E. H. Clymer

Cost Analysis to February 1, 1935.

Wilson River Highway, Deadman Creek-Brooks, Grading, Contract 1656, Prefix 29 PT

Remarks:

This job was started October 10, 1934, and to February 1, 1935, was about 17 per cent complete.

Good progress has been made on clearing, culvert pipe and box culverts. Rain and mud has made it impossible to grade except for a couple of weeks in October and a couple of weeks in January.

Clearing is being done chiefly by hand labor. Powder is used to blow stumps and split logs. A 60-cat is used part time to help pile logs and stumps. Rain and snow have hampered progress and increased cost. The clearing west of River (Station 405 to Station 605) is about 95 per cent complete. The clearing east of River (Station 605+60 to Station 690, extension of contract) was started January 31.

The excavation done to date was done with two sixty-gas cats, one Bulldoser and one eight-cubic yard carryall scraper. This equipment makes good progress when material is dry enough to work. A 75-Lorain shovel will be shipped in to handle the solid excavation and rock embankment.

Rainy weather has hampered progress on box culverts and culvert pipe, but these items were bid high and show a large profit.

The job shows a large profit at present, but the percentage of profit will be greatly decreased by the time job is completed, as prices on common excavation and solid excavation are low.

E. H. Clymer

FORM 8-A-1 8M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

191-15

January 14th, 1936

Mr. F. D. Eason
Asst. Division Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Jacobsen-Jensen, Contractors on the Wilson River Highway, have requested additional compensation for haul on the topping material over that portion of the contract which is east of the Wilson River. They stated that this was an extension of their original contract but did not provide for any additional haul on the topping material. The price bid for the material merely contemplated the original section, and any additional material hauled east of the river should have been made at a greater price.

Will you kindly prepare a report on this, giving your opinion as to whether Jacobsen-Jensen are entitled to additional compensation for that haul and whether we can pay it under our contract.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
W. E. Chandler

November 2, 1934

1711B

Jacobsen-Jensen Company
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

Under separate cover we are forwarding to you a fully executed copy of contract No. 1656 which covers the grading of 5.37 miles, Deadman Creek-Brooks Section of the Wilson River Highway.

This copy is for your files and records.

Very truly yours,

Secretary.

OG

1918.

October 16, 1934

Jacobsen-Jensen Co.
517 N. E. Stanton St.
Portland, Oregon

Gentlemen:

For use in connection with the Deadman Creek-Brooks Grading Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Court House, Tillamook, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

Encl.

cc W. E. Chandler

J. H. Scott

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER	X	SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

1217-A

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM ORG OCT 5 1934

191B

LESLIE M SCOTT
1025 YEON BLDG PORTLAND ORG

ACCORDING TO TELEGRAM FROM LYNCH BUREAU DOES NOT BELIEVE CODE PROVISIONS APPLY WILSON RIVER PROJECT AND LYNCH HAS ADVISED THAT BUREAU WILL CONCUR IN AWARD STOP I RECOMMEND AWARD WIRE INSTRUCTIONS

R H BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

TAKEN AND HAULING OF GRAVEL TO PLACE WHERE DEPOSITED ON ROAD (STOP) CONTRACTOR THEREFORE MUST PURCHASE GRAVEL TO FULFILL HIS CONTRACT AND IS NOT OFFERING IT FOR SALE (STOP) UNDER CIRCUMSTANCES NOT BELIEVED GRAVEL CODE APPLIES AS TO PRICE FILING AND NO VALID BASIS APPEARS FOR PROTEST OR FOR WITHHOLDING AWARD TO JACOBSEN JENSEN COMPANY IF LOW UNQUOTE (STOP) AS CONDITIONS ARE AS STATED THIS WIRE WILL CONCUR IN AWARD OF CONTRACT TO LOW BIDDER JACOBSEN JENSEN COMPANY

Lynch

Paid govt. rate

REFERRED TO
Probert
By State Highway Engineer

Place in your files. RHB

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

REFERRED TO
Probert
By State Highway Engineer

5 PM 2 58

Received at

PR69 224 DL GOVT 1/140=PORTLAND ORG 5 125P

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

R H BALDOCK=   NRH-191-E
STATE HIGHWAY ENGINEER=SALEM ORG=

REFER YOUR WIRE SECOND NRH ONE NINETY ONE B STOP FOLLOWING RECEIVED FROM MACDONALD QUOTE RETEL SECOND CONCERNING PROTEST BY LOCAL GRAVEL CODE AUTHORITY TO AWARDING CONTRACT OREGON FEDERAL AID PROJECT ONE NINETY ONE B TO JACOBSON JENSEN COMPANY WE DO NOT HAVE SPECIFICATIONS AND ESTIMATE HERE BUT THIS SECTION BEGINS AT EAST END OF SECTION A AND EXTENDS EASTERLY AND PRESUMABLY WILL CALL FOR SAME TYPE SELECTED ROADBED TOPPING STOP SECTION NINE OF SPECIFICATIONS FOR SECTION S OF THIS PROJECT AS MODIFIED PAGE SIXTEEN OF SPECIAL

SHALL ACQUIRE RIGHT TO TAKE GRAVEL FROM SOURCE OR SOURCES SELECTED AND HIS BID PRICE SHALL INCLUDE PURCHASE OF GRAVEL FROM OWNER OF LAND FROM WHICH TAKEN AND HAULING OF GRAVEL TO PLACE WHERE DEPOSITED ON ROAD (STOP) CONTRACTOR THEREFORE MUST PURCHASE GRAVEL TO FULFILL HIS CONTRACT AND IS NOT OFFERING IT FOR SALE (STOP) UNDER CIRCUMSTANCES NOT BELIEVED GRAVEL CODE APPLIES AS TO PRICE FILING AND NO VALID BASIS APPEARS FOR PROTEST OR FOR WITHHOLDING AWARD TO JACOBSEN JENSEN COMPANY IF LOW UNQUOTE (STOP) AS CONDITIONS ARE AS STATED THIS WIRE WILL CONCUR IN AWARD OF CONTRACT TO LOW BIDDER JACOBSEN JENSEN COMPANY

Lynch

REFERRED TO
Probert
By State Highway Engineer

Place in your files. RHB

Paid govt. rate

RECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

108

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SIGNS
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Ship Radiogram

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R PR69 2/84=

PROVISIONS REQUIRES THAT MATERIAL USED IN TOPPING WORK SHALL BE BAR RUN GRAVEL OBTAINED FROM SUCH LOCATIONS IN WILSON RIVER OR NORTH FORK OF WILSON RIVER AS CONTRACTOR MAY SELECT AND THAT CONTRACTOR SHALL ACQUIRE RIGHT TO TAKE GRAVEL FROM SOURCE OR SOURCES SELECTED AND HIS BID PRICE SHALL INCLUDE PURCHASE OF GRAVEL FROM ORDER OF LAND FROM WHICH TAKEN AND HAULING OF GRAVEL TO PLACE WHERE DEPOSITED ON ROAD STOP. CONTRACTOR THEREFORE MUST PURCHASE GRAVEL TO FULFILL HIS CONTRACT AND IS NOT OFFERING IT FOR SALE STOP UNDER CIRCUMSTANCES NOT BELIEVED GRAVEL CODE APPLIES AS TO PRICE FILING AND NO VALID BASIS APPEARS FOR PROTEST OR FOR

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE

SHALL ACQUIRE RIGHT TO TAKE GRAVEL FROM SOURCE OR SOURCES SELECTED AND HIS BID PRICE SHALL INCLUDE PURCHASE OF GRAVEL FROM OWNER OF LAND FROM WHICH TAKEN AND HAULING OF GRAVEL TO PLACE WHERE DEPOSITED ON ROAD (STOP) CONTRACTOR THEREFORE MUST PURCHASE GRAVEL TO FULFILL HIS CONTRACT AND IS NOT OFFERING IT FOR SALE (STOP) UNDER CIRCUMSTANCES NOT BELIEVED GRAVEL CODE APPLIES AS TO PRICE FILING AND NO VALID BASIS APPEARS FOR PROTEST OR FOR WITHHOLDING AWARD TO JACOBSEN JENSEN COMPANY IF LOW UNQUOTE (STOP) AS CONDITIONS ARE AS STATED THIS WIRE WILL CONCUR IN AWARD OF CONTRACT TO LOW BIDDER JACOBSEN JENSEN COMPANY

Lynch

Paid govt. rate

REFERRED TO
Protest
By State Highway Engineer

Place in your files. [illegible]

PRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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Received at

WITHHOLDING AWARD TO JACOBSEN JENSEN COMPANY IF LOW UNQUOTE STOP AS CONDITIONS ARE AS STATED THIS WIRE WILL CONCUR IN AWARD OF CONTRACT TO LOW BIDDER JACOBSEN JENSEN COMPANY=

LYNCH

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE

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Lynch

Paid govt. rate

REFERRED TO
Protest
By State Highway Engineer

Place in your files.

CONFIRMATION

of Public Roads

8010-20 Oregon

Portland, Oregon
October 5, 1934

R. H. Baldock
State Highway Engineer
Salem, Oregon

REFER YOUR WIRE SECOND NRH ONE NINETY ONE B (STOP) FOLLOWING RECEIVED FROM MACDONALD QUOTE RETEL SECOND CONCERNING PROTEST BY LOCAL GRAVEL CODE AUTHORITY TO AWARDING CONTRACT OREGON FEDERAL AID PROJECT ONE NINETY ONE B TO JACOBSEN JENSEN COMPANY WE DO NOT HAVE SPECIFICATIONS AND ESTIMATE HERE BUT THIS SECTION BEGINS AT EAST END OF SECTION A AND EXTENDS EASTERLY AND PRESUMABLY WILL CALL FOR SAME TYPE SELECTED ROADBED TOPPING (STOP) SECTION NINE OF SPECIFICATIONS FOR SECTION A OF THIS PROJECT AS MODIFIED PAGE SIXTEEN OF SPECIAL PROVISIONS REQUIRES THAT MATERIAL USED IN TOPPING WORK SHALL BE BAR RUN GRAVEL OBTAINED FROM SUCH LOCATIONS IN WILSON RIVER OR NORTH FORK OF WILSON RIVER AS CONTRACTOR MAY SELECT AND THAT CONTRACTOR SHALL ACQUIRE RIGHT TO TAKE GRAVEL FROM SOURCE OR SOURCES SELECTED AND HIS BID PRICE SHALL INCLUDE PURCHASE OF GRAVEL FROM OWNER OF LAND FROM WHICH TAKEN AND HAULING OF GRAVEL TO PLACE WHERE DEPOSITED ON ROAD (STOP) CONTRACTOR THEREFORE MUST PURCHASE GRAVEL TO FULFILL HIS CONTRACT AND IS NOT OFFERING IT FOR SALE (STOP) UNDER CIRCUMSTANCES NOT BELIEVED GRAVEL CODE APPLIES AS TO PRICE FILING AND NO VALID BASIS APPEARS FOR PROTEST OR FOR WITHHOLDING AWARD TO JACOBSEN JENSEN COMPANY IF LOW UNQUOTE (STOP) AS CONDITIONS ARE AS STATED THIS WIRE WILL CONCUR IN AWARD OF CONTRACT TO LOW BIDDER JACOBSEN JENSEN COMPANY

Lynch

Paid govt. rate

REFERRED TO
Probert
By State Highway Engineer
Place in your files. RHB

1918

October 2, 1934

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
P. O. Box 3800
Portland, Oregon

Dear Sir:

With relation to wire of even date regarding the protest of the local Code Authority to the award of the Wilson River grading project to Jacobsen-Jensen Company following the opening of bids by the State Highway Commission on October 1, it seems that Jacobsen-Jensen Company's bid on selected gravel topping was 54 cents per cubic yard in place. They had filed a price of $1.25 with the Code Authority. Among the other filed prices on this job was that of 80 cents for the material in place and 85 cents for the material aboard trucks less haul.

The Code Authority contended that the contractor could not now file a price more than 15 per cent below the 80-cent price above quoted and, therefore, his bid was irregular.

In this particular instance, we have secured a very reasonable price for the performance of this work by old, reliable contractors who are anxious to proceed, and it would seem to be to the best interests of the public that the contract be awarded.

I have always felt that the placing of gravel or talus stone roadbed stabilization materials is in no way related to the sand, gravel and crushed stone industry. The work is performed by grading contractors and it is our standard practice to place such materials on 90 per cent of the grading projects carried on. The work is performed with the ordinary equipment used in grading operations, does not involve the use of crushers or screens or any of the paraphernalia used in the sand, gravel and crushed stone business, and it appears that such operations should not be construed as being within the purview of the Sand and Gravel Code Authority.

We are not taking any issue with the Administration's effort toward the successful prosecution of the National Recovery Act and this department has voluntarily adopted the wages and labor regulations, including the employment of men from the National Reemployment Service, on its own jobs. However, the department, on the advice of its own attorney and that of the State's Attorney General, has taken the view that it can not conform with state laws and at the same time insist upon compliance with the Sand and Gravel Code with respect to purely state contracts by reason of the pricefixing clause which tends to prevent open, competitive bidding. On Federal road jobs, full compliance is required.

This department has also held and has so expressed itself to the National Code Authority that roadside production of sand, gravel and crushed stone for highway purposes is not a commercial plant operation and, therefore, not subject to the code. This is in line with Mr. MacDonald's telegram as follows:

> "Contractor does not have to buy sand and gravel from commercial producer if suitable materials available at vicinity of proposed bridge. This is particularly true where purchase from commercial producer requires long haul as in this case making cost prohibitive. Price filing requirement of code stipulates five days before price is effective and not five days before bids opened. We take position contractor producing material from roadside pit for particular project is not a commercial producer and is not offering any product for sale and is not subject to code as commercial producer. If Regional Code Committee wants to protest this position they may do so and we will take up with Recovery Administration."

We were advised by the Regional Code Authority that this matter would be discussed between the Bureau officials and the National Sand, Gravel and Crushed Stone Code Authority at Washington last August, and I presume that by this time some agreement has been reached.

We have not awarded the contract because we are not in a position to carry on the work with our own funds should the Bureau of Public Roads not concur in the award.

We are very anxious to proceed immediately with this work first to provide relief employment immediately in this area which suffered a very disastrous forest fire last summer and for the further purpose of providing a truck hauling road at the earliest possible time for the salvage of the burnt timber in this area. The logging operations will permit the salvage of a wealth of commercial timber which would otherwise be lost, the increase in tax revenues to the county, and the employment for several years of a large number of men. We have been putting forth every effort to contract this work at the earliest possible time to the end that these logging operations can be placed under way as soon as possible. We do not feel that we should award the project to the second bidder and be thereby forced to pay an additional 8 per cent (or $7,700) for the cost of this work. I am attaching hereto a tabulation of the bids received on October 1. You will note that many of the bids on gravel topping were below lowest previously filed prices.

Please advise the attitude of the Bureau in this matter. The award has been held pending your approval.

Very truly yours,

State Highway Engineer

RHB:HI

FORM 8-A-1 13748 15M 2-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

141B

October 2, 1934

IN REPLY PLEASE REFER TO FILE NO.

~~Mr. W. E. Chandler,~~
~~Division Engineer,~~
~~Salem, Ore.~~

Attention - F. D. Eason

Dear Sir:

In arranging for the Deadman's Creek Brooks project on Wilson River, the County Court agreed to build a temporary log bridge at the Brook's crossing of Wilson River. They of course do not expect to build a bridge on the highway alignment but slightly to the northeast of the present crossing and to use right angle crossing of the river.

This will necessitate two rather sharp turns approaching the bridge and may require some approach grading. Please inform resident engineer Scott of this so that he can consult with the County as to the location and arrange that the approaches be built in lieu of the approach to our regular bridge. I presume this temporary bridge will be used for at least ten years.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓
F. D. Eason

September 26, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate for the Deadman Creek-Brooks Section, Project No. NRH 191~~-B~~ (1935).

The concrete box culvert quantities have been revised to conform with the revised culvert plans, five sets of which are being sent under separate cover. We are, likewise, sending five bid proposals giving the correct quantities and revised specifications for the culverts.

The quantity for "Selected Roadbed Topping" given in the proposals sent to you previously was, likewise, incorrect, and the item is given correctly in the proposals being sent to you today.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. NRH 191-B (1935)

DEADMAN CREEK-BROOKS SECTION OF

THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 27, 1934

All Required		Clearing and Grubbing		$ 12,000.00
300	dia. ft.	Felling Danger Trees	$ 2.00	600.00
2,500	cu. yds.	Trench Excavation	1.00	2,500.00
88,000	" "	Common Excavation	0.30	26,400.00
36,000	" "	Solid Rock Excavation	0.70	25,200.00
161,000	yd. sta.	Overhaul	0.03	4,830.00
5,300	yd. mi.	Truck Haul	0.15	795.00
3.82	miles	Finishing Roadbed & Slopes	250.00	955.00
24,000	cu. yds.	Selected Roadbed Topping	0.75	18,000.00
550	" "	Class "D" Concrete	25.00	13,750.00
75,000	lbs.	Metal Reinforcement	0.06	4,500.00
150	cu. yds.	Rock Backfill in Drains	2.00	300.00
1,000	lin. ft.	6" Porous Drain Tile	0.05	500.00
550	" "	8" Perforated Concrete Pipe	0.80	440.00
140	" "	12" Concrete Pipe	1.00	140.00
850	" "	18" " "	2.50	2,125.00
270	" "	24" " "	3.50	945.00
70	" "	36" " "	4.50	315.00
240	" "	36" Corrugated Iron Pipe	4.50	1,080.00
140	" "	48" " " " (Extra Strength)	7.50	1,050.00
60	" "	72" Corrugated Iron Pipe	12.50	750.00
		Sub-total		$ 117,175.00
		10% Engr. & Cont.		11,717.50
		Total		$ 128,892.50

Length 3.822 miles
Cost per mile $ 33,723.83

NRH Funds Requested . . . . $ 128,892.50

C C Proffitt

1912

Mr Proffitt

September 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: C. B. McCullough

Dear Sir:

We have received the following wire, which is in response to your wire of September 4 concerning changes in unit stresses which you propose for use in reinforced concrete culvert design, Wilson River Road, Oregon USPW project NRM 191-B (1935):

> "Satisfactory to accept designs culverts under fills over 5' depth with dead load unit stresses proposed at 1200 lbs. in concrete 3000 lbs. at 28 days and intermediate grade reinforcement at 24,000 lbs. (stop) We understand from Oregon wire that live load stresses are to be included which is satisfactory and especially recommended for spans greater than depth of fill."

This confirms conversation between Mr. Chase and Mr. McMinn regarding this subject, of this date. As we have already advised you, it is considered necessary that the changes be made and proposals corrected for quantities, if necessary, in sufficient time so that we may approve the plans and proposal form, and that they may be sent to bidders prior to bid opening.

Very truly yours,

W. H. LYNCH
District Engineer

Mr Crober

1915

September 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Confirming telephone conversation between Mr. Chase and Mr. McMinn regarding culvert plans, Wilson River Highway, Oregon USPW project NRH 191-B (1935), plans are approved for advertising on the following basis.

That reference to higher allowable stresses than those approved by the Bureau on Drawing 3850 for the 8x10 culvert be deleted. This has been done on the plans furnished this office.

That in the event changes are made in the culvert plans for this project, such changes will be made in sufficient time so that they may be approved by the Bureau and furnished to contractors prior to bid opening. If such changes are made, revised proposal forms and estimate shall be furnished with the plans, for approval.

In regard to the change in allowable stresses for culverts, we have not heard definitely from our Washington Office, to which the matter was referred. If we do not hear by September 14th, we will wire for a reply.

In connection with the approval of plans for this project, it is understood that the 72" pipe culvert will be lowered so that there will be 4' of cover over it.

In regard to quantities, the proposal quantities for materials in the culverts should agree closely with those required by the plans. When final decision has been made regarding plans, the proposals should be corrected to agree.

Very truly yours,

W. H. LYNCH
District Engineer

September 7, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate to accompany plans for the Deadman Creek-Brooks Section of the Wilson River Highway, Project No. NRH 191-B (1935).

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Please destroy the PS & E papers for this project which were sent to you on August 18th.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

(1)

Oregon State Highway Department

U. S. Public Works Highway
Project No. NRH 191-B (1935)

DEADMAN CREEK-BROOKS SECTION OF

THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, ~~September~~ 7, 1934

All Required		Clearing and Grubbing		$12,000.00
300	dia. ft.	Felling Danger Trees	$2.00	600.00
2,500	cu. yds.	Trench Excavation	1.00	2,500.00
88,000	" "	Common Excavation	.30	26,400.00
36,000	" "	Solid Rock Excavation	.70	25,200.00
161,000	yd. sta.	Overhaul	0.03	4,830.00
5,300	yd. mi.	Truck Haul	.15	759.00
3.82	miles	Finishing Roadbed & Slopes	250.00	955.00
24,000	cu. yds.	Selected Roadbed Topping	.75	18,000.00
550 ~~610~~	" "	Class "A" Concrete	25.00	~~15,250.00~~ 13,750
75,000 ~~72,000~~	lbs.	Metal Reinforcement	.06	~~4,320.00~~ 4,500
150	cu. yds.	Rock Backfill in Drains	2.00	300.00
1,000	lin. ft.	6" Porous Drain Tile	.50	500.00
550	" "	8" Perforated Concrete Pipe	.80	440.00
140	" "	12" Concrete Pipe	1.00	140.00
850	" "	18" " "	2.50	2,125.00
270	" "	24" " "	3.50	945.00
70	" "	36" " "	4.50	315.00
240	" "	36" Corrugated Iron Pipe	4.50	1,080.00
140	" "	48" " " " (Extra Strength)	7.50	1,050.00
60	" "	72" Corrugated Iron Pipe	12.50	750.00
		Sub-total		~~$118,459.00~~ 117,139.00
		10% Engr. & Cont.		~~11,845.90~~ 11,713.90
		Total		~~$130,304.90~~ 128,952.90

Length	3.822 miles
Cost per mile	~~$34,093.38~~ 33,739.63

NRH Funds Requested	~~$130,304.90~~ 128,952.90

August 18, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Deadman Creek-Smith Creek Section of the Wilson River Highway, Project No. NRH 191-B (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ME

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRH 191-B (1935)

DEADMAN CREEK-SMITH CREEK SECTION

OF THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 18, 1934.

All Required		Clearing and Grubbing		$ 2,500.00
60	dia. ft.	Felling Danger Trees	$ 2.00	120.00
2,000	cu. yds.	Trench Excavation	1.00	2,000.00
38,000	" "	Common Excavation	0.27	10,260.00
4,300	" "	Solid Rock Excavation	0.60	2,580.00
39,000	yd. sta.	Overhaul	0.03	1,170.00
3,000	yd. mi.	Truck Haul	0.15	450.00
1.37	miles	Finishing Roadbed and Slopes	250.00	342.50
8,600	cu. yds.	Selected Roadbed Topping	0.75	6,450.00
310	" "	Class "A" Concrete	25.00	7,750.00
42,000	lbs.	Metal Reinforcement	0.06	2,520.00
150	cu. yds.	Rock Backfill in Drains	2.00	300.00
1,000	lin. ft.	6" Porous Drain Tile	0.50	500.00
500	" "	8" Perforated Concrete Pipe	0.80	400.00
140	" "	12" Concrete Pipe	1.00	140.00
220	" "	18" Concrete Pipe	2.50	550.00
170	" "	24" Concrete Pipe	3.50	595.00
60	" "	72" Corrugated Iron Pipe	12.50	750.00
			Sub-total	$39,377.50
			10% Engr. & Cont.	3,937.75
				$43,315.25

Length	1.371 miles
Cost per mile	$31,593.90

National Recovery Highway Funds Requested $43,315.25

CONTRACT #1657,
1658, 1948,

NRH 169-F Tunnel-Dixie Grading & Bridge 1935
1657 over Burnt River near Dixie
1658 - 1948

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 16 1937
OREGON
STATE HIGHWAY COMMISSION

November 15, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding under separate cover the signed title sheet for the following project:

FAP 169-E

Very truly yours,

W. M. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

STATE OF ORE

STATE HIGHWAY DE

PLAN AND PROFILE O

STATE HIG

FEDERAL AID PROJECT

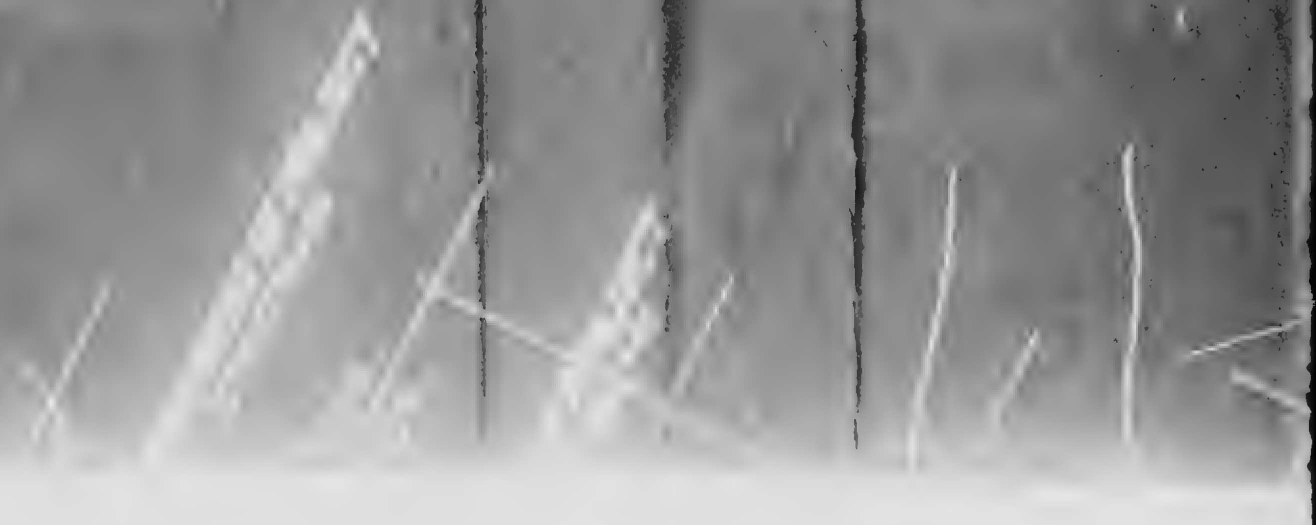
TUNNEL - DIXIE S

OLD OREGON TRAIL HIG

BAKER COUNTY

SCALES {PLAN 1 IN. = [illegible] FT.
{PROFILE HORIZ. 1 IN. = [illegible] FT., VERT.

AUGUST 1934



OREGON

DEPARTMENT

E OF PROPOSED

IGHWAY

PROJECT

IE SECTION

RAIL HIGHWAY

OUNTY

[illegible]

[illegible]

11-6-53

[illegible] IN THE [illegible] 11-1-57

[illegible] 7

DEPUTY

[illegible] 10-6-37

[illegible]

…NT OF AGRICULTURE 10-14-37

…CUTED 10-14-37

DEPUTY

161-

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. FAP 169-E
Tunnel-Dixie Sec., Old Oregon Trail.

October 30, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

Ton

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

1937

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAP 169-E
Tunnel-Dixie Sec., Old Oregon Trail.

October 30, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

Jon

A4pr 24081

Form P. R. 2

State Oregon

Project No. 169-E

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 24th day of May, 1937 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 16th day of April, 1931, a project statement, which was approved by the Secretary on the 6th day of May, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 8th day of January, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of six thousand, one hundred forty and no/100 dollars ($6,140.00) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1776+00 in the S.W. ¼, Sec. 33, T. 12 S., R. 44 E., and survey station 1862+40 in the S. E. ¼, Sec. 4, T. 13 S., R. 44 E., W. M., with exception of bridge, Sta. 1854+71.0 to Sta. 1856+22.33, length 1.247 miles, in Baker County, being Section B of Oregon project No. 169, consisting of 1.247 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5513

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of six thousand, one hundred forty and no/100 dollars ($6,140.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ten thousand, fifty-six and no/100 dollars ($10,056.00), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~[illegible]~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 14 day of October, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5548

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 169-B, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $10,056.00 as the total estimated cost of said project, and the sum of $6,140.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 14 day of October one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
MAY 8 1937
FOR FILING
169-E

May 6, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Tunnel-Dixie Section, Federal Aid Project No. 169-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department　　　Federal Aid Project No. 169-B

TUNNEL-DIXIE SECTION OF

THE OLD OREGON TRAIL IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 20, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadwork	$ 49,103.22
Final Cost, Bridges	$ 13,515.88
1935 NRH Funds Paid, Roadwork	$ 48,492.52
1935 NRH Funds Paid, Bridges	$ 13,447.76
Length of Roadwork	1.247 miles
Length of Bridges	.028 mile
Total Length of Project	1.275 miles

NEW WORK

Surfacing

1.25	miles	Preparation of Base	$ 100.00	$ 125.00
0.50	mile	Scarifying	200.00	100.00
1,600	cu. yds.	Mineral Aggregate in Place	2.95	4,720.00
120	tons	Asphalt in Place	29.00	3,480.00
20	M-Gal.	Sprinkling	1.50	30.00
410	cu. yds.	Gravel & Talus Material in Shoulders	0.50	205.00
200	cu. yds.	¾" Rock in Shoulders	1.75	350.00
1,100	yd. mi.	Hauling Shoulder Materials	0.12	132.00
			Subtotal	$ 9,142
			10% Engr. & Cont.	914
			Total	$ 10,056

Length of Roadwork	1.247 miles
Cost per mile	$ 8,064

Federal Aid Funds Requested	$ 6,140
State Funds	3,916
	$ 10,056

State Funds for Construction: Chap. 175, laws 1917; Chap. 71, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
MAY 8 1937
FOR FILING
169-E

January 22, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of January 21, 1936, concerning the minimum thickness of the topping and surfacing on Federal Aid Projects Nos. 169-E, F and G.

Please be advised that the minimum thickness indicated on the typical cross sections should be corrected to 11" instead of 9" as submitted.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 169-E

POST OFFICE BUILDING
PORTLAND, OREGON

FOR FILING

RECEIVED
JAN 22 1937
ORE.
STATE HIGHWAY COMMISSION

January 21, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon Federal Aid Projects Nos. 169-E, F and G, the bids for which will be received February 4, 1937.

The typical section for these projects when graded shows 9" compacted thickness of topping and 2" to 3" compacted depth of salvaged surfacing material, while the typical section for the B-11 Bituminous Macadam shows the existing surfacing as 9" minimum thickness. The grading section would indicate that the minimum thickness is 11". Will you please reconcile these dimensions.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

JAN 11
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. 169-E

January 8, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 169-E, the Tunnel-Dixie section of the Old Oregon Trail, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Will you please furnish title sheets for this project, at your early convenience.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
MAY [illegible]
FOR FILING
169-E

November 21, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany surfacing plans and specifications for the Tunnel-Dixie Section, F. A. Project No. 169-E.

Five bid proposals and five blueprint copies of the plan summary sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 169-E

TUNNEL-DIXIE SECTION OF

THE OLD OREGON TRAIL IN BAKER COUNTY

(Estimate to accompany surfacing plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 21, 1936

COMPLETED FEDERAL AID WORK

Final Cost, Roadwork- -	$ 49,103.22
Final Cost, Bridges -	$ 13,515.88
1935 NRH Funds Paid, Roadwork - - - - - - - - - - - - - - - - - -	$ 48,492.52
1935 NRH Funds Paid, Bridges- - - - - - - - - - - - - - - - - - -	$ 13,447.76
Length of Roadwork- -	1.247 miles
Length of Bridges -	.028 mile
Total Length of Project -	1.275 miles

NEW WORK

Surfacing

1.25	miles	Preparation of Base	$ 100.00	$ 125.00
0.50	mile	Scarifying	400.00	200.00
1,600	cu. yds.	Mineral Aggregate in Place	3.00	4,800.00
120	tons	Asphalt in Place	30.00	3,600.00
20	M-Gal.	Sprinkling	2.00	40.00
410	cu. yds.	Gravel and Talus Material in Shoulders	0.50	205.00
200	cu. yds.	¾" Rock in Shoulders	1.30	260.00
1,100	yd. mi.	Hauling Shoulder Materials	0.13	143.00
			Subtotal	$ 9,373
			10% Engr. & Cont.	937
			Total	$ 10,310

Length of Roadwork	1.247 miles
Cost per mile	$ 8,267

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - - -	$ 6,290
State Funds- -	4,020
	$ 10,310

169-C

June 23, 1936

J. A. Terteling & Sons
Boise, Idaho

Gentlemen:

We find, upon investigation, that you were not notified of the action taken by the Oregon State Highway Commission on your request of April 8, 1935 for an extension of time in which to complete your contract for the construction of the Burnt River Bridge. There follows an excerpt from the minutes of the State Highway Commission meeting held on May 2, 1935 covering this matter:

" The Commission had under consideration a letter from contractor J. A. Terteling & Sons requesting a 10-day extension of time in which to complete their contract No. 1658 for the construction of a bridge over Burnt River on the Old Oregon Trail in Baker County. They stated that they were unable to complete the job within the specified time limit because of inclement weather which prevented the pouring of concrete and the removal of forms. The Engineer recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote."

This information is given you simply to complete your records and files on this subject.

Very truly yours,

Secretary

DP

3691

August 7, 1935

J. A. Terteling & Sons
Box 1406
Boise, Idaho.

Gentlemen:

Reference is made to your letter of July 31 regarding your contracts No. 1657 and 1658.

Contract No. 1658 for the construction of the Burnt River Bridge near Dixie, has been completed and accepted, and you have received final payment therefor. The only claim filed against this job is that of R. H. Jones in the sum of $167.19. It will not be necessary for you to put any surety for the protection of the Highway Commission in connection with this claim, but we will expect you to pay the claim in the event it is proven to be a legitimate one.

Concerning Contract #1657 for the construction of the Tunnel-Dixie Section, I wish to advise that no claims have been filed against this job. Our records disclose that the final voucher in the amount of $1,835.70 was mailed to you for acceptance on May 21, but has not yet been returned. I am informed by our auditor that a duplicate final voucher is being prepared and will be mailed to you shortly for execution. Payment thereof will be expedited as much as possible.

Very truly yours,

HBG:OG

Secretary

Aug, 5, 1935

H. B. G.

Cont. #1658 - Burnt River Bridge near Dixie - Baker County -

This contract was Accepted May 6, 1935 - We have no hold-up on it. Warrant for Final payment was mailed to them on July 18th.

Only claim against the job is R. H. Jones amt. $167.19 for material. Filed July 30th/

Cont. #1657n- Tunnel-Dixie Section - Baker County.

This contract was accepted May 15, 1935. No claims have been filed.

Final voucher in amt. $1,835.70 was mailed to them for sig, on May 21st. After some correspondence they say it was not received. A duplicate is now being prepared to mail out for their execution.

---

against bond furnished us in connection with Contract No. 1658, covering construction of bridge over Burnt River, Baker County, Oregon. Final estimate in connection with above contract was received by us on July 20th, in amount of $1,693.48. Since claim has been filed by Mr. Jones in connection with this contract, in order to protect you, we shall be glad to furnish you with U. S. Liberty Loan Bonds of sufficient par value to cover such claim and to permit further consideration thereof.

On May 15th last, we forwarded our remittance in full settlement of balance due Mr. Jones according to our account, and the check has been paid and endorsed by him. We have had no notice of any kind that such settlement had not been accepted by him in full.

The sand and gravel furnished by Mr. Jones in connection with the above claim was used exclusively for the construction of Contract No. 1658.

What is status?

→ Contract No. 1657, for the road job handled at the same time and place, has been estimated finally, and we shall be glad to receive settlement thereof at your early convenience, as we indicated in our letter of July 29th.

Yours very truly,

J. A. TERTELING & SONS,

By- S. C. Stenger

J. A. TERTELING & SONS
CONTRACTORS
PLEASE REPLY TO

Box 1406
Boise, Idaho,
July 31, 1935

Oregon State Highway Commission,
Salem,
Oregon.

Jm How much loss on this contract?
How many claims on file?
What is status?

Gentlemen:

We have your letter of July 30th, copy of which has been addressed to Hansen & Rowland, Inc., Tacoma, Washington, in which you advise filing of claim of $167.19 by R. H. Jones against bond furnished us in connection with Contract No. 1658, covering construction of bridge over Burnt River, Baker County, Oregon. Final estimate in connection with above contract was received by us on July 20th, in amount of $1,693.48. Since claim has been filed by Mr. Jones in connection with this contract, in order to protect you, we shall be glad to furnish you with U. S. Liberty Loan Bonds of sufficient par value to cover such claim and to permit further consideration thereof.

On May 15th last, we forwarded our remittance in full settlement of balance due Mr. Jones according to our account, and the check has been paid and endorsed by him. We have had no notice of any kind that such settlement had not been accepted by him in full.

The sand and gravel furnished by Mr. Jones in connection with the above claim was used exclusively for the construction of Contract No. 1658.

What is status? →

Contract No. 1657, for the road job handled at the same time and place, has been estimated finally, and we shall be glad to receive settlement thereof at your early convenience, as we indicated in our letter of July 29th.

Yours very truly,

J. A. TERTELING & SONS,

By-

#1658

3691

July 30, 1935

Honorable Earl Snell
Secretary of State
Building

Dear Sir:

This acknowledges receipt of your letter of July 29th with attached copies of notice of claim which has been filed by R. H. Jones against the bond taken from J. A. Terteling & Sons in connection with State Highway Contract 1658 which was awarded to J. A. Terteling & Sons for bridge construction over the Burnt River near Dixie in Baker County.

In accordance with our usual practice, we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

OG

Secretary

July 30, 1935

Maryland Casualty Co. of Baltimore
Hansen & Rowland, Agents
Washington Building
Tacoma, Washington

Gentlemen:

We are attaching a copy of notice of claim which has been filed by R. H. Jones against the bond furnished by J. A. Terteling & Sons in connection with State Highway Contract No. 1658 covering bridge construction over the Burnt River near Dixie in Baker County. This claim amounts to $167.19 and represents sand and gravel furnished to the contractor.

This information is given you as you appear as surety on the bond involved.

Very truly yours,

Secretary

OG

cc J. A. Terteling & Sons
Boise, Idaho.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

July 29, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed three copies of a letter from Mr. R. H. Jones stating that he has a claim for $167.19 against J. A.Tertelene & Sons, for work on the Old Oregon Trail highway near Lime, Oregon, which was received and filed in this office on June 18, 1935.

Mr. Jones was requested to make out and forward a more complete notice of claim, but to date it has not been received in this office.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:M
enc. 3

COPY

R. H. JONES
General Contractor
2515 Court St.

Baker, Oregon, June 16, 1935

Mr. Earl Snell,
Secretay of State,
Salem, Oregon

Dear Sir:

I have a claim in the amount of $167.19 against J. A. Tertelene And Sons for sand and gravel furnished them for bridge construction over Burnt River on the Old Oregon Trail near Lime Oregon. This bridge was let by the Oregon State Highway Commission about Oct. 11, 1934.

Very truly yours,

R. H. JONES
R. H. Jones

Endorsed: File No. 2480
Filed June 18, 1935
EARL SNELL
Secretary of State

1657

June 27, 1935

Mr. S. Murray, Chief Engineer
Oregon-Washington Railroad &
Navigation Company
Portland, Oregon

Dear Sir:

Reply is made to your letter of June 26 requesting the date of completion and acceptance of the J. A. Terteling and Sons contract for the construction of the Old Oregon Trail in the Burnt River Canyon.

The contract to which you refer is State Highway Contract No. 1657 covering the grading of a 1.28 mile section of the Old Oregon Trail in Baker County, known as the Tunnel-Dixie Section.

Our records show that this contract was completed on April 30, 1935 and was accepted by formal action of the State Highway Commission on May 15, 1935. The bond furnished in connection therewith was written by the Maryland Casualty Company for whom Hansen & Rowland, Inc. are the agents with offices in the Washington Building, Tacoma, Washington.

Yours very truly,

HBG:MC

Secretary

June 27, 1935

tandard
-31-2,500

H. B. G.

He refers to Contract No. 1657 - Tunnel-Dixie Section of the Old Oregon Trail in Baker County, 1.28 miles of grading. J. A. Terteling & Sons, Boise, Idaho.

5
The above contract was completed April 30, 1935 - Accepted May 15, 193

Bond furnished was written by Maryland Casualty Company for whom Hansen & Rowland, Inc. Washington Bldg., Tacoma, Wash., are agents.

J. McF.

With reference to construction of a section of the Old Oregon Trail Highway in the Burnt River Canyon by J.A.Terteling and partners, under your contract with that firm dated October 11,1934:

Will you please advise whether this work has been completed by the contractor and accepted by you. If so will you please give me the date it was completed and accepted, this in connection with bond under our indemnity agreement with said firm.

Yours truly,

S MURRAY

Jim
Please give the date
HBG

SHIP AND TRAVEL BY RAIL

FORM 3010

Standard
10-31-2,500

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

OPERATING DEPARTMENT

S. MURRAY,
CHIEF ENGINEER

PORTLAND, OREGON

June 26,1935

Mr.R.H.Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

With reference to construction of a section of the Old Oregon Trail Highway in the Burnt River Canyon by J.A.Terteling and partners, under your contract with that firm dated October 11,1934:

Will you please advise whether this work has been completed by the contractor and accepted by you. If so will you please give me the date it was completed and accepted, this in connection with bond under our indemnity agreement with said firm.

Yours truly,

S MURRAY

Jim —
Please give me the date
RHB

3F#1658

#1658

June 26, 1935

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1658 for the construction of a bridge over Burnt River near Dixie on the Old Oregon Trail in Baker County has been completed by the contractors, J. A. Terteling & Sons, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 6, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $12,887.44 including the final payment. Of this amount 59.76 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

No. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.__________

POST OFFICE BUILDING
PORTLAND, OREGON

June 12, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S.P.W. Proj. No. NRH 169-E (1935), Tunnel-Dixie Section, Old Oregon Trail, Baker County, was made by a representative of this office on May 21, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Adm:
Bonds
Contractors

#1657
nA#169-E

May 21, 1935

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1657 for the construction of the Tunnel-Dixie Section of the Old Oregon Trail in Baker County has been completed by the contractors, J. A. Terteling & Sons, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 31, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $45,743.09 including the final payment. Of this amount $108.69 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

FORM 5-M-1 20089 500 2-35

R. H. BALDOCK
HIGHWAY ENGINEER

Form 338—5M—8-34 [illegible] 169-E

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 4, 1935

Section Tunnel - Dixie

Kind of work Grading

Highway [illegible]

Section prefix P.V.

Contractor [illegible]

Contract number 1651

Date of contract [illegible] 11, 193[illegible]

Date of completion May 31, 1935

Date work started Oct 20, 1934

Estimated date of completion [illegible] 30, 1935

Amount of contract $[illegible]

Per cent of time elapsed ...%

Estimated cost of completed project, exclusive of engineering $46473.00

Per cent of contract completed, based on total contract price 100%

Engineering costs to date, $[illegible], [illegible]%

Date project was completed [illegible] 30, 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible]

[illegible]

[illegible]

Signed [illegible]

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	NTENANCE ATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.28				
Miles partially completed	1.28				
Miles completed	1.28				
Total estimated quantities	99000				
Estimated quantities moved or placed to date	98,254				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Lake COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3					1	4
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	Fair		Completed today.
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM 5-M-1 30089 500 3-35

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
ARL G. WASHBURNE, EUGENE
B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

G

May 2, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
Oregon Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

This is to advise that J. Terteling & Son have completed the work on the irrigation ditch which was unfinished at the time the semi-final estimate for the Tunnel-Dixie Section, Old Oregon Trail, Baker County, was submitted.

This ditch has been constructed to neat lines and the quantities involved are as submitted with the semi-final estimate.

This completes all work on the section and payment of the final estimate may be made.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

FORM 5-M-1 20030 900 3-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 12, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

In connection with the grading of the Tunnel-Dixie Section, contract No. 1657, I am enclosing herewith for your approval, extra work order number one. This work order covers the salvaging and reconstruction of a temporary bridge across Burnt River, opposite station 1833.

We were unable to secure sufficient suitable gravel topping from the pits designated in the contract and it was necessary to use a pit across the river from the highway. Inasmuch as the contractors' bid was not based on the use of a gravel pit across the river, they are entitled to extra work for the salvaging and construction of the bridge.

Attached to the order for extra work are the necessary supporting bills, payrolls, etc. for the extra work.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.
cc R. H. Baldock

FORM 5-M-1 20059 500 3-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 12, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Attention Mr. R. C. Smith

Dear Sir:

With the exception of a small amount of work involving the construction of an irrigation ditch, which can not be completed until the new bridge is opened for traffic, all grading work on the Tunnel-Dixie Section of the Old Oregon Trail in Baker County has been satisfactorily completed by J. A. Tertelling & Sons, general contractors.

The amount of work remaining in connection with the irrigation ditch involves 188 yards of excavation, which yardage is included in the semi-final estimate now being submitted. This irrigation ditch is to be constructed along the slope of the present road and can not be constructed until traffic is routed across the new bridge, at which time the present road will be closed. The new bridge will be open for traffic about April 15 and the excavation work in question will be completed in approximately one weeks time thereafter. I, therefore, suggest that you proceed with checking of the final records and payment may be released to the Tertelling Company in the full amount with the exception of a sufficient retainer to cover construction of this irrigation ditch. I will notify you immediately upon completion of the ditch, upon which the entire project may be accepted as satisfactorily completed.

Very truly yours,

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:Ma
cc R. H. Baldock

FORM S-M-1 20039 500 3-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 12, 1935

169E

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I am herewith enclosing semi-final estimate on the Tunnel Dixie Section, Old Oregon Trail in Baker County. In support of the semi-final estimate, the following records are being submitted to you by express:

1 - 100 foot scale map
1 - Profile
1 - Book plotted cross sections
1 Book computation sheets
1 - Book cross section and remeasurement notes
1 Book field notes
1 - Book transit and level notes
1 - Salvaging surfacing materials haul chart
1 - Gravel topping haul chart
1 - Mass diagram chart
14- Gravel topping material receipt books
5 - Salvaging surfacing materials receipt books
2 - Sprinkling receipt books
3 - Index and summary sheets
12- Pictures

Very truly yours,

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.

FORM 5-M-1 20020 200 9-38
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 12, 1939

11-16

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Attention Mr. R. G. Smith

Dear Sir:

The completed cost of the Tunnel-Dixie Section, Old Oregon Trail in Baker County, is $48,643.44 as compared with the project authorization of $51,120.30. This shows an underrun of approximately $2500.00, which is approximately evenly divided between underrun of the contract items and underrun of engineering.

There was a variation of more than 10% in eight of the contract items. The following explanation covers these under or overruns:

1. Trench excavation underran approximately 60% due to the side ditch excavation being included in the preliminary plans as trench excavation. Some of this underrun was also the result of not salvaging all the old culvert pipes.

2 and 3. Overhaul was under approximately 12%. This underrun was due to a slight re-distribution of overhaul and truck haul, which resulted in approximately 12% underrun of overhaul and 11% overrun of truck haul.

4. No riprap was used in this project as large rock in sufficient quantities were obtained for channel protection, eliminating the need of riprap.

5. Salvaging of culvert pipe underran approximately [illegible]% due to the high price bid by the contractor for salvaging old pipe, it was not economical to salvage more pipe than was required for road approaches, etc.

6. Eighteen inch culvert pipe was not used in the job for two reasons: One 18" pipe was supplanted by 24" pipe as a part of

PORTLAND
NE, EUGENE
CH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. G. Smith
Subject : Completed Cost
Tunnel-Dixie Section
Old Oregon Trail-Baker County

right of way agreement. Two other 12" pipes designed for irrigation ditch, were eliminated due to the ditch change being made, which eliminated necessity of the irrigation ditch across the center line as planned.

7. Twenty-four inch pipe overrun as per reasons explained in the preceding paragraph.

8. The hauling of salvaged surfacing materials was practically eliminated, as the contractor conducted his operations in such a manner that it was possible to move practically all of the salvaged materials on the new roadway within the one-half mile free haul.

Engineering costs were approximately 7.5% of the total cost of the project. We were unable to stay within the 6% limits due to bad weather conditions during the winter, which hampered the contractor's progress. While only a very small party was retained on the job, the amount of work required would not permit the elimination of the party at any time and the length of time involved in the grading resulted in the engineering costs of 7.5%.

I wish to add that the contractors performed their work in very satisfactory manner and an excellent grading job has been secured.

Very truly yours,

WCWilli

W. C. WILLIAMS
Division Engineer

WCW:Ma

cc R. H. Baldock

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRH 169-E (1935)

POST OFFICE BUILDING
PORTLAND, OREGON

March 9, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the _____________ project agreement and certificate for the above numbered [illegible]project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Jm

FA4/pr 24081

Form P. R. 2

State Oregan

U.S.Public Works Highway Project No. NRH-169, Section E
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of January, 1935

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.) approved June 16, 1933 and act approved June 18, 1934 (Public No. 393, 73rd Cong.):

Whereas the Highway Department of said State submitted on the 16th day of April, 1931, a project statement, which was approved by the Secretary on the 6th day of May, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 24th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

sixty-five thousand, seven hundred eleven and 25/100

dollars ($65,711.25) as the share of the United States payable under said act on account of Section B of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State **from funds apportioned under the act of June 18, 1934.**
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 1776+00 in the SW¼ of Section 33, T 12 S, R 44 E**
and survey station 1862+40 in the SE¼ of Section 4, T 13 S, R 44 E

, length **1.275** miles, in **Baker** County, being Section **E** of **Oregon U.S.Pub. Works Hwy.** project No. **WPH-169 (1935) /**, consisting of **1.247** miles of roadway and **one** bridg~~es, each~~ of more than 20 feet clear span, **0.028** of a mile in length**, known locally as the Tunnel-Dixie Section of the Old Oregon Trail between official control points "LaGrande" and "Ontario."**

5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **B** of said project shall not in any event exceed the sum of **sixty-five thousand, seven hundred eleven and 25/100** dollars ($ **65,711.25**), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ **is** ~~)~~, the approved total estimated cost of Section **B** of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer** (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.** (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27th day of Feby, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Highway Project No. NRH-169-B (1935), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 65,711.25 as the total estimated cost of said project, and the sum of $ 65,711.25 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 27th day of February one thousand nine hundred and thirty-five

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—[illegible]

FORM 8-A-1 16819 15M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

1616

March 6, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

I am returning bill of Idaho Power Company for work on the Tunnel-Dixie Section of the Old Oregon Trail in Baker County.

Please have this bill made out in form customary for approval by this department. Show amount and unit price of material, name of men with their rating, date and hours of work. All railroads, power and utility companies render bills in that form without especial urging. I see no reason why the Idaho Power company cannot comply with recognized practice.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CCto
R.H. Baldock

FORM 5-M-1 · 18759 500 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

169E

March 2, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

I am enclosing herewith invoice of the Idaho Power Company, covering costs of relocating their power line between stations 1833 and 1852+25 on the Tunnel-Dixie Section of the Old Oregon Trail in Baker County.

This power line was on private right of way and owned by the Idaho Power Company. Therefore, it was necessary for the State Highway Commission to bear the expense of moving the line.

Very truly yours,

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.
cc Mr. R. H. Baldock

FORM 5-A-1 16819 15M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

169E

February 25, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. B. McCullough,
Assistant State Highway Engineer,
Office.

Dear Sir:

In regard to the contractors on the Dixie-Lime Section of the Old Oregon Trail in Baker County, who have disturbed one of the piers on the Burnt River Bridge. It is my understanding that the grading and bridge contractor are one and the same, namely J. A. Tertelling & Sons. Therefore all that it would seem necessary to do would be to require him to repair the damage without making changes against the various jobs.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

#1658

Keep this together all one contract

169E

[illegible] Baker Co

#1692E

Mr. H. H. Tague, Ag
Shell Oil Company
Huntington, Oregon

Dear Sir:

Further reference is made to your claim against R. H. Jones. Contract No. 1657 mentioned in your letter of February 6th covers the grading of the Tunnel-Dixie Section of the Old Oregon Trail in Baker County. This contract was awarded by the State Highway Commission to J. A. Terteling & Sons. The bond furnished by the contractor in connection therewith was written by the Maryland Casualty Company, Hansen & Rowland, Inc., Washington Building, Tacoma, Washington.

Contract No. 1658 also awarded to J. A. Terteling and Sons, covers bridge construction over Burnt River on the Old Oregon Trail in Baker County. This bridge is located near Dixie and I presume that this is the contract to which you refer. Just what connection Mr. Jones had with it, we do not know unless he had a sub-contract with J. A. Terteling & Sons, concerning which we have not been advised. His name does not appear on Terteling's payrolls. He may have furnished materials for this bridge, but the names of the material men are not listed on the contractor's payrolls. The bond furnished by J. A. Terteling Sons in connection with this bridge job, was written by the same company that wrote the bond for the grading work as mentioned above.

Very truly yours,

HBG:OG

Secretary.

#1658

Const
Con & Agrees
Baker Co
no #169E

169E

February 13, 1935

Mr. H. H. Tague, Agent
Shell Oil Company
Huntington, Oregon

Dear Sir:

Further reference is made to your claim against R. H. Jones. Contract No. 1657 mentioned in your letter of February 6th covers the grading of the Tunnel-Dixie Section of the Old Oregon Trail in Baker County. This contract was awarded by the State Highway Commission to J. A. Terteling & Sons. The bond furnished by the contractor in connection therewith was written by the Maryland Casualty Company, Hansen & Rowland, Inc., Washington Building, Tacoma, Washington.

Contract No. 1658 also awarded to J. A. Terteling and Sons, covers bridge construction over Burnt River on the Old Oregon Trail in Baker County. This bridge is located near Dixie and I presume that this is the contract to which you refer. Just what connection Mr. Jones had with it, we do not know unless he had a sub-contract with J. A. Terteling & Sons, concerning which we have not been advised. His name does not appear on Terteling's payrolls. He may have furnished materials for this bridge, but the names of the material men are not listed on the contractor's payrolls. The bond furnished by J. A. Terteling & Sons in connection with this bridge job, was written by the same company that wrote the bond for the grading work as mentioned above.

Very truly yours,

HBG:OG

Secretary.

Feb, 12, 1935

H. B. G.

Re the attached letter from the Shell Oil Co. Have put in much time and effort and have found nothing. His name does not appear on any of the Terteling payrolls. Paxson advises that he probably furnished the material for the bridge in which case we would have no record as material men are not listed.

Paxson also stated that Jones was employed by Arenz on their bridge up there for he talked with him about the work and he still insists that he was right in the first instance. He says that the only think to do is to advise the Shell Oil Co. as stated above that we have no record.

J. McF.

---

furnish sand & gravel for the bridge. J.[illegible].Terteling Co. advises that Mr.Jones was not working for them and that
for
he had a seperate contracton-his work. He completed the job the latter part of November 1934.

If you are in position to give me any further information it will be very much appreciated.

Very truly yours,

Shell Oil Co.

Agent.

PHONE 201
HUNTINGTON, OREGON

Feb.6,1935

Oregon State Highway Dept.

Salem,Oregon

Att.MrH.B.Glaisyer

Dear Sir;

Replying to your letter of Feb.4th.

Perhaps I did not make myself clear regarding the job on which Mr,Jones used the products I have charged to him. They were used on the J.A.Terteling job at Dixie Oregon Job #49 Contract # 1657. He had the contract to furnish sand & gravel for the bridge. J.A.Terteling Co. advises that Mr.Jones was not working for them and that
for
he had a seperate contracton-his work. He completed the job the lat#er part of November 1934.

If you are in position to give me any further information it will be very much appreciated.

Very truly yours,

Shell Oil Co.

Agent.

February 6, 1935

Mr. H. H. Tague,
c/o Shell Oil Company
Huntington, Oregon

Dear Sir:

I have just received a carbon copy of a letter from Theodore Arenz to the United States Fidelity and Guaranty Company regarding the claim mentioned in your letter of January 31, 1935. It is evident from this letter that your claim does not concern Mr. Arenz' contracts, therefore the information given you in my letter of February 4 is not entirely correct. If you will give us the name of the original contractor who was constructing the bridge in connection with which your claim was incurred or if you will give us the exact location of the bridge we will be pleased to see that you are furnished with the correct information.

Yours very truly,

HBG:MC

Secretary

cc - Theodore Arenz,
10509 N. E. Sandy Blvd.
Portland, Oregon

U. S. F. & G. Company,
G. B. Eckles, Agent
1112 Bedell Building
Portland, Oregon

Dated

Other [illegible]
filed under 1572 [illegible]
[illegible] belonged

To [illegible]

From

Re

Filed under File No. [illegible]

Under date of

ELL OIL CO.
HUNTINGTON, OREGON
ELL OIL CO.

Jan.31,1935

Oregon State Highway Dept.
Salem,Oregon

Dear Sirs;

During the month of November 1934 Mr.R.H.Jones had a contract to furnish sand and gravel for the bridge job on the Dixie - Tunnel section of The Old Oregon Trail.

We sold Mr.Jones gasoline and oil on the above job amounting to Eighty Two and 05/100 ($82.05) which he has failed to pay as yet.

It is our understandin that Mr.Jones has a contract at Forest Grove,Oregon. I have written Mr .Jones several letters regarding his account but have not received a reply . I am wandering if you can aid us in collecting the account as it is long past due.

Thanking you in advance.
Yours truly,
Shell Oil Agency
H.H.Tague Agent.

FORM S-M-1 18719 500 6-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

169E

January 2, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

Dear Sir:

Inclosed herewith is a copy of the subcontract entered into by J. A. Terteling & Sons and Theo. Millsap, covering the operation of the cook house on the Tunnel-Dixie Section, Old Oregon Trail in Baker County.

I have advised J. A. Terteling & Sons that the subcontract is approved.

Yours very truly

Division Engineer

WCW:BH

Incl.

cc Mr. R. H. Baldock

[illegible]
State Highway Engineer

January 2, 1935

169E

Hansen & Rowland Inc.
General Agents
Washington Building
Tacoma, Washington

Attention: Mr. A. Van Schermerhorn

Gentlemen:

Responding to your request of December 31, 1934, I am sending to you today, by express, a copy of State Highway Contract No. 1657 which was awarded to J. A. Terteling & Sons for 1.28 miles of grading on the Tunnel-Dixie Section of the Old Oregon Trail in Baker County. I am also sending you a blue print of the project.

Yours very truly,

HBG:MC

Secretary

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

H. T. HANSEN, PRES.

I. C. ROWLAND, SECY.

TACOMA, WASHINGTON

December 31, 1934

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

There is an indemnity bond to the railroad in connection with a contract awarded to J. A. Terteling & Sons for the Tunnel-Dixie Section of Old Oregon Trail, Baker County, Oregon, which indemnity bond requires special Contractual Liability insurance and for the purpose of placing this liability insurance and correctly writing it, it is necessary that we have a copy of the contract and specifications and profiles of the job.

We would appreciate your sending us a copy for this purpose as our copy has gone to the Home Office of the bonding company. We would appreciate your sending this by return mail if possible.

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents

By
A. Van R. Schermerhorn
Mgr. Surety Bond Dept.

AVRS:MF

December 24, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Tunnel-Dixie Section, U. S. P. W. Project No. 169-E (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. (1935) NRH 169-E

[illegible]-DIXIE SECTION
OF THE OLD OREGON TRAIL IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, December 19, 1934

ROADWAY

All Specified		Clearing and Grubbing		$ 500.00
400	cu. yds.	Trench Excavation	$ 0.75	300.00
45,000	cu. yds.	Common Excavation	0.35	15,750.00
54,000	cu. yds.	Solid Rock Excavation	0.35	18,900.00
145,000	yd. stas.	Overhaul	0.01	1,450.00
18,000	yd. mi.	Truck Haul	0.16	2,880.00
1.28	miles	Finishing Roadbed and Slopes	200.00	256.00
100	cu. yds.	Riprap	3.00	300.00
800	lin. ft.	Salvaging Guard Fence	0.30	240.00
370	lin. ft.	Salvaging Culvert Pipe	1.00	370.00
180	lin. ft.	18-inch Concrete Pipe	2.15	387.00
80	lin. ft.	24-inch Concrete Pipe	3.00	240.00
80	lin. ft.	36-inch Corrugated Iron Pipe	5.00	400.00
7,500	cu. yds.	Selected Gravel Topping	0.15	1,125.00
13,000	yd. mi.	Hauling Gravel Topping	0.15	1,950.00
1,300	cu. yds.	Salvaging Surfacing Materials	0.50	650.00
1,000	yd. mi.	Hauling Salvaged Materials	0.15	150.00
350	cu. yds.	Stockpiling & Reloading Salvaged Materials	0.50	175.00
150	M-Gals.	Sprinkling	3.00	450.00
			Sub-total	$ 46,473.00
			10% Engr. & Cont.	4,647.30
			Total	$ 51,120.30

BRIDGE OVER 20-FT. SPAN

Burnt River Bridge

300	cu. yds.	Excavation	$ 0.75	$ 225.00
15	cu. yds.	Excavation below Plans	2.00	30.00
110	cu. yds.	Class "B" Concrete	24.00	2,640.00
15	cu. yds.	Class "A" Concrete	24.00	360.00
120	cu. yds.	Class "D" Concrete	24.00	2,880.00

32,000	lbs.	Metal Reinforcement	$ 0.06	$ 1,920.00
27	M-FBM	Treated Lumber and Timber	80.00	2,160.00
43,000	lbs.	Structural Steel	0.06	2,580.00
313	lin. ft.	Composite Handrail	1.50	469.50
		Sub-total		$ 13,264.50
		10% Engr. & Cont.		1,326.45
		Total		$ 14,590.95

Length of Roadwork	1.247	miles
Length of 1 Bridge	.028	"
Total Length	1.275	"
Cost per mile, Roadwork	$ 40,994.62	

National Recovery Highway Funds Requested:

Roadwork	$ 51,120.30
Bridge	14,590.95
	$ 65,711.25

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

Turned Division Engineer

#1657
169E

123-1

FORM 3010

Standard
10-31-2,500

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

OPERATING DEPARTMENT

S. MURRAY,
CHIEF ENGINEER

PORTLAND, OREGON

November 14,1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Referring to your letter October 1[illegible]th concerning contract with J. A. Terteling & Sons for grading a section of Old Oregon Trail Highway between Weatherby and Lime, and confirming conversation between Mr. [illegible].J.Roberts of this office and your Mr. Irobert today:

I note your contract provides that contractor will enter into an indemnity agreement with us and furnish bond in the sum of $10,000 for our protection. The contractor has not approached us in respect to such agreement but Mr. Irobert has kindly furnished us with all necessary information and our Legal Department is drafting an indemnity agreement which we will forward to the contractor for his signature as promptly as possible.

We find however that there is an encroachment upon our right of way, easement for which was granted State by agreement August [illegible],19[illegible]. This encroachment involves a cut where the present highway is to be lowered to some extent. It will require protective measures on our part in respect to our wire lines, since blasting will be involved and the room in this vicinity is somewhat restricted. In view of this situation, we requested Mr. Irobert to have the contractors postpone any work on our right of way until we could secure execution of indemnity agreement on the part of the contractor and make necessary arrangements for our protection. It is my understanding that Mr. Irobert would so arrange.

Yours truly,

S. MURRAY

SHIP AND TRAVEL BY RAIL

169E

November 12, 1934

Mr. S. Murray, Chief Engineer
O. W. R. R. & N. Co.
Portland, Oregon.
Attention Mr. Roberts

Dear Sir:

We are sending herewith plans for the grading of the Tunnel-Dixie Section of the Old Oregon Trail, and a copy of the provisions relating to the agreement to be entered into with your company by the contractors.

The contract for this work has been let to J. A. Terteling & Sons of Boise, Idaho; a partnership consisting of the following individuals:

J. A. Terteling, Spokane, Washington.
J. W. Terteling, Boise, Idaho.
W. F. Terteling, Nyssa, Oregon.
N. L. Terteling, Nyssa, Oregon.

The contract is state highway conctact No. 1657. Its date is October 11, 1934.

Very truly yours,

R. H. Baldock
State Highway Engineer
By

S. H. Probert
Office Engineer

SHP:LR

November 7, 1934

169E

J. A. Terteling & Sons
Boise, Idaho

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1657 which was awarded to you on October 11, 1934 for grading work on the Tunnel-Dixie Section of the Old Oregon Trail in Baker County.

This copy of the contract is sent to you for your records and files.

Yours very truly,
STATE HIGHWAY COMMISSION

By

MC

Secretary

November 7, 1934

169E

J. A. Terteling & Sons
Boise, Idaho

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1658 which was awarded to you on October 11, 1934 for bridge construction over Burnt River on the Old Oregon Trail in Baker County, near Dixie.

This copy is for your records and files.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

MC

HANSEN & ROWLAND INC.

GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

October 29, 1934.

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 44589 - J. A. TERTELING & SONS to STATE OF OREGON - Tunnel Dixie Section of Old Oregon Trail, in Baker County, Oregon. Your No. 1657.

BOND NO. 44588 - J. A. TERTELING & SONS to STATE OF OREGON - Bridge over Burnt River on Old Oregon Trail, near Dixie, in Baker County, Oregon. Your No. 1658

Gentlemen:

We are forwarding to you today, by Railway Express, four executed copies of each of the above captioned contracts and bonds, all of which we trust you will find in order.

Will you please forward to us for the Surety Company one copy of each contract and bond.

Thanking you, we are

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.
By F Tunnard
Surety Bond Department.

FT

October 27, 1934

169E

Hansen & Rowland, Inc.,
Washington Building,
Tacoma, Washington.

Gentlemen:

I am forwarding to you today by express four copies each of the following contracts awarded by the State Highway Commission to J. A. Terteling & Sons:

Contract #1657, Grading Tunnel-Dixie Section of the Old Oregon Trail in Baker County.

Contract #1658, construction of a bride over the Burnt River on the Old Oregon Trail near Dixie in Baker County.

I have been requested by the contractor to forward these to you to complete the bond. When you have properly executed the bond will you please return all four copies of each contract to this office for further disposal in accordance with our usual practice. We will be pleased to see that you are furnished a fully executed copy when they have been signed by the Highway Commission.

Very truly yours,

HBG:OG

Secretary.

CC to
J. A. Terteling & Sons
Boise, Idaho

J. A. TERTELING & SONS
CONTRACTORS
PLEASE REPLY TO

Boise, Idaho,
October 25, 1934

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

We have your letter of the 24th instant, in which you advise that two contracts recently awarded us by the Commission for the construction of the Tunnel-Dixie Section of the Old Oregon Trail, and for a bridge over Burnt River near Dixie, and forwarded to you by us, are not completed as to the Bond for each.

Thank you for calling our attention to this over-sight, and if you will forward the instruments to

Hansen & Rowland, Inc.,
Washington Building,
Tacoma, Washington.,

the execution of the bonds will be attended to promptly.

Yours very truly,

J. A. TERTELING & SONS,

By L. C. Stenger

October 16, 1934

169E

J. A. Terteling & Sons
Boise, Idaho

Gentlemen:

For use in connection with the Tunnel-Dixie grading project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Court House, Baker, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

Encl.

cc Mr. W. C. Williams

Mr. H. J. Miller

October 13, 1934

169E

J. A. Tertoling & Son
Boise
Idaho

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on October 11 for the grading of Tunnel-Dixie Section of the Old Oregon Trail in Baker County, and has awarded to you the contract for such work at your bid price of $46,473.00.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

October 11, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Public Works highway project NRH 169-E (1935), the Tunnel-Dixie Section of Old Oregon Trail, to J. A. Terteling & Son, Boise, Idaho, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 11, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works highway project NRH 169-E (1935), bridge over Burnt River, on the Old Oregon Trail, to J. A. Terteling & Son, Boise, Idaho, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

September 24, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S. Public Works highway project NRH 169-E (1935), the Tunnel-Dixie section of the Old Oregon Trail, have today been recommended for approval. This is your authority for advertising.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

~~235A~~
169-E

September 21, 1934

Dunn & Baker
General Contractors
Klamath Falls, Oregon

Gentlemen:

In reply to your letter of September 20th, regarding the location of the stock piled crushed rock available for use in connection with the construction of the Burnt River Bridge on the Baker-Unity Highway, please be advised that this material is located in a stockpile which is approximately 0.2 of one mile south of the bridge site.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by V. G. O'Neil/ME

J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

Sept. 20, 1934

Oregon State Highway Dept.,
Salem, Oregon

Gentlemen:

Referring to specifications on Baker-Unity Highway, Burnt River bridge #1589.

On page 28 the location of crushed rock as given is, "A point approximately 3.2 miles north and east from the junction of the Baker-Unity Highway with the John Day Highway."

Examination of our highway map indicates thatthis point is approximately the same as the location of the bridge.

Would you kindly give us a more definite description of the location of this rock?

Respectfully yours,
DUNN & BAKER
By C. A. Dunn

CAD:kh

169-E

September 6, 1934

Ontario Concrete Pipe Company
Ontario
Oregon

Attention of Mr. Earl B. Buel, Secretary

Gentlemen:

Replying to your letter of September 4 inquiring when the Tunnel-Dixie Section of the Old Oregon Trail is to be advertised for bids, wish to say that present plans are to call for bids on this job sometime during the month of October.

No definite date can be set for receiving bids on any of our Federal jobs until the Government has approved our construction program. We anticipate the receipt of such approval daily.

If you will write me again in two or three weeks, I think I can give you definite information.

Very truly yours,

Secretary

HBG:AJ

RMANENT AS THE PYRAMIDS"

P. O. BOX 66

ONTARIO CONCRETE PIPE COMPANY

CONCRETE SEWER AND IRRIGATION PIPE
PLAIN AND REINFORCED CONCRETE CULVERT PIPE
CONCRETE PRODUCTS

ONTARIO, OREGON

Sept. 4, 1934.

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Will you kindly advise us if the Tunnel-Dixie Section of the Old Oregon Trail Highway, located north of Huntington, Oregon, is advertised or will be advertised for bids soon.

Thanking you in advance for this information, we are

Very truly yours,

ONTARIO CONCRETE PIPE COMPANY
by
Earl O. Bull
Secty

August 31st, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Tunnel-Dixie Section, Project No. NRH 169-E (1935).

Five bid proposals each for the roadwork and the Burnt River Bridge and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Highway
Proj. No. NRH 169-E (1935)

TUNNEL-DIXIE SECTION

OF THE OLD OREGON TRAIL IN BAKER COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, August 31, 1934

ROADWAY

All Required		Clearing and Grubbing		$ 500.00
400	cu. yds.	Trench Excavation	$1.00	400.00
45,000	" "	Common Excavation	0.25	11,250.00
54,000	" "	Solid Rock Excavation	0.70	37,800.00
145,000	yd. sta.	Overhaul	0.02	2,900.00
18,000	yd. mi.	Truck Haul	0.18	3,240.00
1.28	miles	Finishing Roadbed Slopes	200.00	256.00
370	lin. ft.	Salvaging Culvert Pipe	0.60	222.00
800	" "	Salvaging Guard Fence	0.10	80.00
100	cu. yds.	Riprap	2.00	200.00
7,500	" "	Gravel Topping	0.30	2,250.00
13,000	yd. mi.	Hauling Gravel Topping	0.15	1,950.00
180	lin. ft.	18" Concrete Pipe	2.50	450.00
80	" "	24" " "	3.50	280.00
80	" "	36" " "	4.50	360.00
1,300	cu. yds.	Salvaging Surfacing Materials	0.60	780.00
1,000	yd. mi.	Hauling Salvaged Materials	0.15	150.00
350	cu. yds.	Stockpiling & Reloading Salvaged Materials	0.30	105.00
150	M-Gals.	Sprinkling	2.00	300.00
			Sub-total	$63,473.00
			10% Engr. & Cont.	6,347.30
			Total	$69,820.30

BRIDGE OVER 20-FT. SPAN

Burnt River Bridge

300	cu. yds.	Excavation	$2.00	$ 600.00
15	" "	Excavation below Plans	4.00	60.00
110	" "	Class "B" Concrete	18.00	1,980.00
15	" "	" "A" "	20.00	300.00
120	" "	" "D" "	20.00	2,400.00
32,000	lbs.	Metal Reinforcement	0.05	1,600.00

27	M-FBM	Treated Lumber & Timber	$95.00	$2,565.00
43,000	lbs.	Structural Steel	0.065	2,795.00
313	lin. ft.	Composite Handrail	4.50	1,408.50
			Sub-total	$13,708.50
			10% Engr. & Cont.	1,370.85
			Total	$15,079.35

Length of Roadwork	1.247 miles
Length of 1 Bridge	.028 "
Total Length	1.275 "
Cost per mile, Roadwork	$55,990.61

SUMMARY OF FUNDS REQUESTED

	Total Cost	NRH Funds	State Funds
Roadwork	$69,820.30	$55,099.87	$14,720.43
Bridge	15,079.35	11,900.13	3,179.22
	$84,899.65	$67,000.00	$17,899.65

HSH 8-1 19081 500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 8, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. C. Smith

Dear Sir:

By express I am forwarding to you profiles of the Tunnel-Dixie Section of the Old Oregon Trail in Baker County; Blue Mountain Pass Section of the I-O-N Highway in Malheur County; and Rock Creek-Chapin Creek Section of the Heppner-Spray Secondary Highway in Morrow County.

Attached to each profile is a summary of "Trench Excavation" and "Finishing Roadbed and Slopes". Due to the small amount of trench excavation involved on the Tunnel-Dixie and Rock Creek-Chapin Creek Sections no change need be made in the excavation quantities as previously submitted. On the Blue Mountain Pass Section, however, you may deduct the [illegible] yards of trench excavation from the item "Excavation, Single Classification" as submitted in my estimate.

In preparing the new estimates of cost, the "Trench Excavation" for all three projects should be estimated at 75¢ per cubic yard, and the "Finishing of Roadbed and Slopes" at $100.00 per mile.

Very truly yours,

WCWilliams

Division Engineer.

WCW:OG

cc R. H. Baldock

NOTED
State Highway Engineer

NERS
IE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

3 - 4a

OREGON STATE HIGHWAY COMMISSION
SALEM

July 13, 1934.

In Reply Please
Refer to File No.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Please expedite the turn of the Dixie-Tunnel profile together with the new estimate of cost if you have made any changes and accompany the same by the Special Provisions.

It is very necessary to assign some of the more definite projects to the drafting department and your cooperation in getting this project ready will be greatly appreciated.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

CONTRACT#1658,

SEE:

CONTRACT#1657,

CONTRACT #1659,

8-2001 Maintenance Buildings at Pistol
River 1934

1659

8-2001 Maintenance Buildings at Pistol
River 1934

1659

October 13, 1934

8KK

Mr. Sig Ash
1005 N. Riverside
Medford, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on October 11 for the construction of a frame building at Pistol River in Curry County, and has awarded to you the contract for such work at your bid price of $3,662.00.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Bridge Dept.

2-2-F

8 K K
Pistol River

September 28, 1934

Mr. E. A. Collier, Division Engineer
Oregon State Highway Commission
Roseburg, Oregon

Dear Sir:

The State Highway Commission is receiving bids on Thursday, October 11, for a number of construction projects, including the construction of a maintenance patrol station at Pistol River. We are running a paid advertisement in the Coquille Valley Sentinel, Coos Bay Times and Curry County Reporter.

The Bridge Department is sending you plans, specifications and proposal forms to be given to the bidders for their use in submitting bids for this building. If you have not already received them, you might write the Bridge Department requesting that they be sent.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

8KK

June 23, 1936

Sig Ash
1005 N. Riverside St.
Medford, Oregon

Dear Sir:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of July 11, 1935 for an extension of time in which to complete your contract for the construction of a maintenance building at Pistol River on the Oregon Coast Highway, in Curry County. There follows an excerpt from the minutes of the State Highway Commission meeting held on July 26, 1935 cover-this matter:

"Sig Ash, Contract No. 1659, for the construction of a maintenance building at Pistol River on the Oregon Coast Highway, in Curry County, requested an extension of time from December 31, 1934 to May 22, 1935, in which to complete this project. The Engineer advised that this contract would have been completed within the specified time limit had it not been for the fact that he asked the contractor to defer painting the exterior of the building until weather conditions were more favorable for such work. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote."

This information is given you simply to complete your records and files on the subject.

Very truly yours,

Secretary

DP

8KK

July 20, 1935

United States Fidelity & Guaranty Company,
G. D. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1659 for the construction of a maintenance building at Pistol River in Curry, County, has been completed by the contractor, Sig Ash, and that final settlement will be made by the State with said contractor for work done under said contract on or after July 30th, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $3,657.44 including the final payment. Of this amount $26.87 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

CONTRACT #1660.

NRS 196-B Lower Sheep Cr. Sec., 1934
Grading

1660

196B

November 7, 1935.

Shell Oil Company
1220 S.W. Morrison Ave.
Portland, Oregon

Attention: Frank J. Hurner

Gentlemen:

In response to your inquiry of November 6, you are advised that the G. I. Stebbins Construction Company Contract No. 1660, Lower Sheep Creek Section in Linn County was completed on August 5. This contract was accepted on August 14, 1935.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

SHELL OIL COMPANY
1220 S.W. MORRISON AVE.
PORTLAND, OREGON
TELEPHONE ATWATER 7321

November 6, 1935

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Re: G. I. Stebbins Const. Co.
OREGON STATE JOB NO. 1660

Will you kindly let us know whether or not Job. No. 1660 has been completed. If so, please furnish us with the completion and acceptance dates.

A self-addressed stamped envelope is enclosed for your convenience.

Yours very truly,

SHELL OIL COMPANY

RER..MT

FRANK J. HURNER
Division Credit Manager

196 B

#1660

September 26, 1935.

General Casualty Company of America
12th Floor Henry Building
Seattle, Washington

Attention: S. L. Catelli

Gentlemen:

We have your letter of September 25 concerning the G. I. Stebbins Construction Company contract No. 1660, Lower Sheep Creek Section of the Santiam Highway in Linn County.

In our letter of September 14 to your Klamath Falls agent, we stated that the total amount paid the contractor would be $40,936.94, of which amount $94.31 was for force account work.

The final payment was $1,228.11 and the warrant covering this payment was mailed on September 24.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

September 25, 1935

ighway Commission

H. B. Glaisyer, Secretary:

Re: Bond No. 8087-A - G. I. Stebbins
Contract for grading lower Sheep
Creek Section Linn County on
Santiam Highway, being State Highway Contract No. 1660

Your letter of September 14, addressed to our Klamath Falls, Oregon agency, has been referred to us. We note in the letter you state that final settlement will be made by the state to said contractor for work done on or after September 24. We shall appreciate it greatly if you will advise us the date on which you actually make the final payment in order that we may make a record of it for the purpose of retiring our file.

We would also like to have you advise us what the total amount of the contract has been, including the final payment. We thank you in advance for your courtesy and are enclosing a stamped envelope for your reply.

Very truly yours,

Surety Department

S. L. Catelli
dp
Enclosure

Remind

GENERAL
H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

September 25, 1935

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary:

Gentlemen:

Re: Bond No. 8087-A - G. I. Stebbins Contract for grading lower Sheep Creek Section Linn County on Santiam Highway, being State Highway Contract No. 1660

Your letter of September 14, addressed to our Klamath Falls, Oregon agency, has been referred to us. We note in the letter you state that final settlement will be made by the state to said contractor for work done on or after September 24. We shall appreciate it greatly if you will advise us the date on which you actually make the final payment in order that we may make a record of it for the purpose of retiring our file.

We would also like to have you advise us what the total amount of the contract has been, including the final payment. We thank you in advance for your courtesy and are enclosing a stamped envelope for your reply.

Very truly yours,

Surety Department

S. L. Catelli
dp
Enclosure

1766

September 14, 1935.

General Casualty Company of America
W. E. Mahoney Agency, Agent
Klamath Falls, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1660 for the construction of the Lower Sheep Creek Section of the Santiam Highway in Linn County has been completed by the contractors, G. I. Stebbins Construction Company and that final settlement will be made by the State to the said contractors for work done under the said contract, on or after September 24.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied. And you are advised that the State assumes no responsibility for any such claims, should there be any.

This notification is being served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise you that the total amount paid the above contractor in connection with this contract will be $40,936.94, including the final payment. Of this amount $94.31 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

September 6, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Final inspection of U.S.P.W. Proj. NRH 196-B (1935), Lower Sheep Creek Section, Santiam Highway, Linn County, ______________________, was made by a representative of this office on August 29, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield

L. J. Caufield
Highway Engineer

1963

#1660

August 24, 1935.

Mr. Rufus M. Russell
County Clerk
Linn County
Albany, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 23, advising that Stebbins Construction Company have made full settlement of your claim arising out of their contract No. 1660 with the State Highway Commission for the grading of the Lower Sheep Creek Section of the Santiam Highway in Linn County.

I wish to thank you for this information.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

HBG:CE
cc-Stebbins Construction Company
Klamath Falls, Oregon

General Casualty Company of America
W. E. Mahoney, Agent
Klamath Falls, Oregon

OFFICE OF
COUNTY CLERK OF LINN COUNTY
RUFUS M. RUSSELL, CLERK
ALBANY, OREGON

August 23, 1935

Mr. R. H. Baldock
State Engineer
Salem, Oregon

Dear Sir:

On August 1[illegible], 1935, I notified you relative to a claim Linn County held against Stebbins Construction Company, contractor on State Highway Commission contract No. 1[illegible]. This is to advise you of full settlement of this claim by Mr. Stebbins and I am also this date notifying his bondsmen, General Casualty Company of America, [illegible], [illegible], Klamath Falls.

Very truly yours

R M Russell
County Clerk.

#1660

19613

G. I. STEBBINS CONSTRUCTION COMPANY
P. O. BOX 149
CONTRACTORS
PHONES: 1647
RES. 1555
KLAMATH FALLS, OREGON

August 21, 1935

Mr R.M.Russell
County Clerk
Linn County
Albany, Oregon

Dear Sir:

Herewith my check #9638 in amount of $65.26 covering your claim for rental of County grader on the Santiam project.

As this closes the account , will you please notify the State Highway Department that your claim has been paid in full and that it will be unnecessary to file against my bond on this project.

Yours very truly
G.I.Stebbins

G. I. Stebbins

Copy

196 B

August 22, 1935.

General Casualty Company of America
W. E. Mahoney, Agency
Klamath Falls, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to G. I. Stebbins Construction Co., Box 149, Klamath Falls on Contract No. 1660, for grading 0.71 mile, on Lower Sheep Creek Section of the Santiam Highway in Linn County. This payment will be made on or about September 3, 1935.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

HBG:CE

Jim Mott

Form 338—5M—8-34

196 B

ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
AUG 19 1935
DIVISION ENGINEER

For Week Ending August 17, 1935, 193

Section	Lower Sheep Creek	*Kind of work*	Grading
Highway	Santiam	*Section prefix*	22-1004
Contractor	G. I. Stebbins Construction Co.	*Contract number*	1660
Date of contract	Oct. 11, 1934, 193	*Date of completion*	Aug. 31, 1935, 193
Date work started	Oct. 27, 1934, 193	*Estimated date of completion*	Aug. 5, 1935, 193
Amount of contract	$ 44,445	*Per cent of time elapsed*	92 (when Comp.) %

Estimated cost of completed project, exclusive of engineering $ 40,936.94

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 2,768.22, 6.23 % *Date project was completed* Aug. 5, 1935, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday, Tuesday: Party working on final estimate.

Wednesday: Completed final estimate, AM; Chapman drove to Salem with final records, which delivered to office of W. E. Chandler, talked to Mr. Probert and Mr. O'Neil about plans for next project; had needed repairs made on state car at shops.

Thursday, Friday: Party prospected talus deposit at 2190-2193 and surveyed for additional right of way. There is ample material available similar to that placed as topping on the section just completed, which can be obtained by widening the roadbed section at this point.

Saturday: Party checked and compiled office records in conformity with letter from Mr. W. E. Chandler.

AUG 1935

Signed J. C. Chapman

Address Resident Engineer.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	A TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.71				
Miles partially completed					
Miles completed	0.71				
Total es~~timated~~ quantities	81,278				
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Hot		
Tuesday	"		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	Cloudy		

196B

#1160

G. I. STEBBINS CONSTRUCTION COMPANY
P. O. BOX 149
CONTRACTORS
PHONES: 1647
RES. 1555
KLAMATH FALLS, OREGON

8/16/35

Mr H.B.Glaisyer,
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Referring to your copy of letter of August 13th to General Casualty Company, advising of claim from Linn County.

Please be advised that the claim was filed with your office and notice received by the W.E.Mahoney Agency at Klamath Falls before I received invoice from Linn County covering the charges for grader rental, rather an unusual and unbusiness like procedure

Apparently my financial standing not very good at the Court House, even tho our accounts have been met promptly at all other points within their county.

However the account as rendered is not correct as to time used and contains other discrepancies on which I have requested more detailed information and upon receipt of same I will promptly mail my check covering the account.

Yours truly
G.I.Stebbins

G.I.S.
A.

NOTED
H B GLAISYER

AUGUST 13, 1935

General Casualty Company of America,
W. E. Mahoney Agency,
Klamath Falls,
Oregon.

Gentlemen:

I am handing you herewith copy of notice of claim from the County Court of Linn County against Stebbins Construction Company, being in the sum of $97.40, for material and labor furnished the Stebbins Construction Company in connection with its contract with the State Highway Commission, for the construction of the Lower Sheep Creek Section of the South Santiam Highway, Linn County, being State Highway contract No. 1660.

This information is being given you since you appear as surety in the bond furnished by Stebbins Construction Company in connection with this project.

Yours very truly,

Secretary

HBG:ED
Encl
cc-Stebbins Construction
Company, Box 149
Klamath Falls, Ore.

AUGUST 13, 1935

Mr. Rufus H. Russell,
County Clerk of Linn County,
Albany, Oregon.

Dear Sir:

This acknowledges receipt of your letter of the 10th inst. enclosing four copies of Linn County Claim against Stebbins Construction Company for material and labor furnished in connection with Stebbins construction contract with the State Highway Commission, on the South Santiam Highway; said claim being in the sum of $97.40.

The contract to which you refer is State Highway Commission contract No. 1660 for grading the Lower Sheep Creek Section of the Santiam Highway, Linn County.

In connection with this job, the Stebbins Construction Company was required to furnish a bond for the protection of claims and to guarantee satisfactory completion of the project. This bond was written by the General Casualty Company of America, for whom W. E. Mahoney Agency is local agent, with offices in Klamath Falls. I am today calling this claim to the attention of the contractor and Surety Company; nevertheless, I would suggest you do likewise. If you do not secure satisfactory settlement by so doing, then file your claim with the Secretary of State in accordance with provisions of Chapter 280, Oregon Laws, 1931.

Yours very truly,

Secretary

HBG:H

OFFICE OF
COUNTY CLERK OF LINN COUNTY
RUFUS M. RUSSELL, CLERK
ALBANY, OREGON

August 10, 1935

Mr. R. H. Baldock
State Engineer
Salem, Oregon

Dear Sir;

At the instance of the Linn County Court, I am enclosing herewith four copies of claims against Stebbins Construction Company for material and labor furnished said company by Linn County, as the Court desires settlement of this claim before said company has received full settlement from the state for construction work on the South Santiam Highway.

Very truly yours,

RM Russell
County Clerk

rmr a

ALBANY, OREGON, July 1st 1935

LINN COUNTY, OREGON

Stebbens Construction Co.
Cascadia, Oregon
TO Linn County General Road Fund, DR.

July	5	To use of truck 13 hrs. moving grader at $135. per hour	$ 17	55
	"	" Gambill 13 hrs. helping at 45¢ per hour	5	85
	"	" Robertson 4 " " " 70¢ " "	2	80
Aug	8	" 10 days rental on grader at $2.50 per day	25	00
	"	" use of truck 13 hrs. moving grader at $1.35 per hr.	17	55
	"	" Gambill 13 hrs helping at 45¢ per hr.	5	85
	"	" Robertson 4 " " " 70¢ " "	2	80
	9	" Repair of grader	20	00
		Total	97	40

STATE OF OREGON)
) ss
COUNTY OF LINN)

I, H. A. RENNINGER, being first duly sworn depose and say that I am a County Commissioner in and for Linn County, Oregon, that the above is a true and correct statement of bill against STEBBINS CONSTRUCTION COMPANY for material and labor furnished said company by Linn County. That the items enumerated therein are just and fair charges and no part of the same has been paid.

H. A. Renninger

Subscribed and sworn to before me this 10th day of August, 1935.

County Clerk

ALBANY, OREGON, July 1st 1935

LINN COUNTY, OREGON

Stebbens Construction Co.
Cascadia, Oregon
TO Linn County General Road Fund, DR.

July	5	To use of truck 13 hrs. moving grader at $135. per hour	$ 17	55
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"		" Robertson 4 " " " 70¢ " "	2	80
	9	" Repair of grader	20	00
		Total	97	40

STATE OF OREGON)
) ss
COUNTY OF LINN)

I, H. A. RENNINGER, being first duly sworn depose and say that I am a County Commissioner in and for Linn County, Oregon, that the above is a true and correct statement of bill against STEBBINS CONSTRUCTION COMPANY for material and labor furnished said company by Linn County. That the items enumerated therein are just and fair charges and no part of the same has been paid.

H. A. Renninger

Subscribed and sworn to before me this 10th day of August, 1935.

County Clerk

Federal

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon NRH 196-B (1935)

May 31, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Tom

F4,25 181

Form P. R. 2

State Oregon

U.S.Public Works Highway Project No. NRH-196, Section B
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of April, 1935

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.) approved June 16,1933, and act approved June 18,1934 (Public No. 393,73rd Cong.)

Whereas the Highway Department of said State submitted on the 5th day of June, 1933 a project statement, which was approved by the Secretary on the 8th day of July, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 24th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-eight thousand, eight hundred eighty-nine and 50/100 dollars ($48,889.50) as the share of the United States payable under said act on account of Section B of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from funds apportioned under the act of June 18, 1934.**
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 2188+80 in the NE¼ of Sec. 36, T 13 S, R 4 E, the east end of NRH-196-A and survey station 2226+20 in the NE¼ of Sec. 31, T 13 S, R 5 E, W.M.,**

, length **0.705 of a** mile~~s~~, in **Linn** County, being Section **B** of **Oregon U.S.Public Works** ~~Highway~~ project No. **NRH-196 (1935)** consisting of **0.705 of a** mile~~s~~ of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~feet in length~~ **known locally as the Lower Sheep Creek section of the Santiam Highway between official control points Cascadia and Sisters.** 5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

(c) The total amount of Federal funds allotted to this project is $48,889.50. This sum is divided as follows: $39,829.14 to be charged against the allotments made under Section 1 of the act approved June 18, 1934 (Public No. 393, 73rd Cong.) and $9,060.39 against the regular Federal aid appropriation.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of forty-eight thousand, eight hundred eighty-nine and 50/100 dollars ($48,889.50), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~)~~ the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 245, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 22nd day of May, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Highway Project No. [illegible]-196-B (1935) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 45,589.50 as the total estimated cost of said project, and the sum of $ 45,589.50 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 22nd day of May one thousand nine hundred and thirty-five

Secretary of Agriculture,

By L. E. Wilson
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4830

March 9, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Lower Sheep Creek Section, Project No. NRH 196-B.

It is our desire to set up on this project all of the unallotted Regular Federal Aid Funds which our records indicate is $2,060.36. Accordingly, the total set-up on the project is $9,060.36 from Regular Federal Aid Funds. If you are unable to check this amount revise the set-up to conform with your records.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/CS

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. (1935) NRH 196-B

LOWER SHEEP CREEK SECTION OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 6, 1935

All Required		Clearing and Grubbing		$ 3,800.00
80	dia. ft.	Felling Danger Trees	$ 3.00	240.00
350	cu. yds.	Trench Excavation	2.00	700.00
56,000	cu. yds.	Common Excavation	0.28	15,680.00
31,000	cu. yds.	Solid Rock Excavation	0.65	20,150.00
31,000	yd. sta.	Overhaul	0.02	620.00
5,000	yd. mi.	Truck Haul	0.18	900.00
0.71	mile	Finishing Roadbed and Slopes	500.00	355.00
500	lin. ft.	18" Asphalt Coated Corr. Iron Pipe	2.00	1,000.00
500	lin. ft.	18" Concrete Pipe	2.00	1,000.00
			Sub-total	$ 44,445.00
			10% Engr. & Cont.	4,444.50
			Total	$ 48,889.50

Length	0.708 mile
Cost per mile	$ 69,052.96

Regular Federal Aid Funds Requested..............................	$ 9,060.36
National Recovery Highway Funds Requested........................	39,829.14
	$ 48,889.50

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

November 7, 1934

196B

G. I. Stebbins Construction Co.,
P. O. Box No. 149
Klamath Falls, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1660 which was awarded to you on October 11, 1934 for grading work on the Lower Sheep Creek Section of the Santiam Highway in Linn County.

This copy is sent to you for your records and files.

Yours very truly,
STATE HIGHWAY COMMISSION

By

MC

Secretary

Postal Telegraph

THE INTERNATIONAL SYSTEM

TELEGRAMS CABLEGRAMS RADIOGRAMS

Mackay Radio

RECEIVED AT

STANDARD TIME INDICATED ON THIS MESSAGE

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
WLT	WEEK END CABLE LETTER
	RADIOGRAM

Form 16DM 2KFD 45 DL

KLAMATHFALLS ORE 1040AM OCT 27 1934

OREGON STATE HIGHWAY COMMISSION H B GLAYSER

1338

STATE HOUSE SALEM ORE

YOUR LETTER OCTOBER TWENTY FOURTH G I STEBBINS KLAMATHFALLS STOP L E SLATER SIGNING AS ATTORNEY IN FACT IS ALSO RESIDENT AGENT OF BONDING COMPANY STOP FURTHER SIGNATURES SHOULD NOT BE NECESSARY BUT IF DESIRED NOTIFY US BY WIRE AND WE WILL CONFORM YOUR WISHES

GENERAL CASUALTY CO W E MAHONEY AGENCY

1048AM

Telephone Your Telegrams to Postal Telegraph

---

acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. E. Chandler
Mr. J. C. Chapman

	...RRED CABLE
	NIGHT CABLE LETTER
...Y LETTER	WEEK-END CABLE LETTER
SHIP RADIOGRAM	RADIOGRAM

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

COPY

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

SALEM OREGON
OCTOBER 27 193[illegible]

[illegible] CASUALTY COMPANY
[illegible] AGENCY
[illegible] OREGON

[illegible] TOURING [illegible] CONTRACTS

[illegible] THANK YOU [illegible]

R H BALDOCK [illegible]
STATE HIGHWAY COMMISSION

NIGHT LETTER COLLECT

[illegible] at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK [illegible]
State Highway Engineer

By

G. H. Probert
Office Engineer

GHP:MZ

Encl.

cc Mr. W. E. Chandler
Mr. J. C. Chapman

196B

October 17, 1934

C. I. Stebbins Construction Co.
P. O. Box No. 149
Klamath Falls, Oregon

Gentlemen:

For use in connection with the Lower Sheep Creek grading project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Post Office Building, Albany, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. E. Chandler
Mr. J. C. Chapman

October 13, 1934

196B

G. I.Stebbins Construction Co.
Klamath Falls
Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on October 11 for the grading of the Lower Sheep Creek Section of the Santiam Highway in Linn County, and has awarded to you the contract for such work at your bid price of $44,445.00.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 11, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S. Public Works highway project NRH 196-B (1935), Lower Sheep Creek section of the South Santiam Highway, to G. I. Stebbins Construction Company, Klamath Falls, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 5-A-1 13749 15M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

September 21, 1934

IN REPLY PLEASE REFER TO FILE NO.

196 P

County Court of Linn Co.,
Albany, Oregon.

Gentlemen:

The Lower Sheep Creek section of the Santiam Highway in Linn County, is scheduled for the letting on Oct. 11th. Will you please advise us of the status of the right of way.

The Highway Commission has now made it a policy to withhold the advertising of any project until all rights of way matters have been disposed of. Will you therefore please furnish certified copies of the deeds, or resolution proceeding, at your earliest convenience so that there may be no delay in awarding this contract.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. N. Hackett
H.

CC to
R. H. Baldock

August 10, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Lower Sheep Creek Section, Project No. (1935) NRH 196-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. (1935) NRH 196-B

LOWER SHEEP CREEK SECTION OF THE

SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, August 10, 1934

All Required		Clearing and Grubbing		$ 1,500.00
80	dia. ft.	Felling Danger Trees	$ 2.00	160.00
350	cu. yds.	Trench Excavation	1.00	350.00
56,000	" "	Common Excavation	0.30	16,800.00
31,000	" "	Solid Rock Excavation	0.70	21,700.00
31,000	yd. sta.	Overhaul	0.02	620.00
5,000	yd. mi.	Truck Haul	0.18	900.00
0.71	mile	Finishing Roadbed and Slopes	250.00	177.50
500	lin. ft.	18" Asphalt Coated Corr. Iron Pipe	2.00	1,000.00
500	" "	18" Concrete Pipe	2.00	1,000.00
			Sub-total	$ 44,207.50
			10% Engr. & Cont.	4,420.75
			Total	$ 48,628.25

Length 0.708 miles

Cost per mile $ 68,683.96

Regular Federal Aid Funds Requested..............................	$ 7,000.00
National Recovery Highway Funds Requested..........................	41,628.25
	$ 48,628.25

CONTRACT #1661,

126-1010 Swift Section, Paving 1934

1661

FORM 8-8-1 1M 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

January 28, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. S. H. Probert.

Dear Sir:

At a conference ~~with~~ between Parker-Schram Company officials, Mr. H. G. Smith and myself, with respect to settlement of certain claims in connection with their Swift Road contract and the Jefferson Street-Ash Street contract in Portland, it was agreed to make the following allowances, which were to be included in their final estimates on these jobs:

Item No. 1 covered a force account cost of spreading screenings over the cutback asphalt surface treatment on the 4th Street job. The Parker-Schram Company billed us for 31 cubic yards of sand at a cost of approximately $13.00 per ton. This was adjusted on a basis of $3.00 a ton, and agreed to by all parties. This force account bill has been approved and passed for payment.

Item No. 2 covered asphalt pavement removal on 4th Street where the wood block had been removed and repaved with an asphaltic mix. These areas had been estimated as wood block removal at the bid price of 25 cents per square yard. A careful record had been kept, however, of the areas in which no wood block was in place. Under a previous price agreement, asphalt pavement removal at the Jefferson Street intersection was taken care of at a price of 50 cents per square yard. It is now agreed that all areas of asphalt pavement removal under which no wood block occurred would be paid for under this price agreement, the final estimate to be corrected accordingly.

Item No. 3. Parker-Schram Company made claim for extra yardage on embankment in place on the Swift Road project because of subsidence. This was evident by the distortion of the 18-inch pipe that was placed in the bottom of this fill. This fill was constructed with sand borrow material placed on a sandy base. It appeared impractical to put any test holes down alongside of the pavement, both because it would be very difficult to keep the holes from caving in, and because it would be practically impossible to determine when the original ground was encountered. It was, therefore, decided to take the record which was made of the distortion of the pipe at the time the fill was completed and proportion the subsidence at the depth of fill where the culvert was placed, approximately 18 feet, to all the adjoining fill of over a depth of 8 feet. This covered a length of 400 feet and amounted to 856 cubic yards. The contractor's claim was for approximately 1,400 yards. His bid item for embankment in place was 30 cents per cubic yard. Computations for final record data are being submitted to Mr. McCallister for checking and correction of the final estimates.

Item No. 4. Parker-Schram Company made claim for the extra cost of placing pavement on approach entrances along the Swift plant frontage and at the Seattle road. The work was considered by the field crew as complete, but the engineer required the contractor to return and repave by extending these entrances and widening the approaches in a more acceptable manner, the Swift Company having complained about the job as first completed. This required the contractor to start up his paving plant at a time when the high water in the Columbia River was giving considerable difficulty, and to move his equipment and crew back on the job, for which he put in a claim of some $340.00. The tonnage involved in this work was 116 tons. It was agreed to allow the contractor, under a price agreement, $1.45 per ton for this work as additional compensation for the extra cost of laying this material.

This constitutes the final and agreed settlement on the two contracts.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock✓
H. G. Smith
J. W. McCallister

1260B
126-1010

#1641

October 2, 1935.

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern, Agent
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 1661 for the construction of the Swift Section of the Swift Secondary Highway in Multnomah County has been completed by the contractors, Parker-Schram Company, 515 Couch Building, Portland, and that final settlement will be made by the State with said contractors for work done under this contract, on or after October 12, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $58,627.19, including the final payment. Of this amount $825.81-was force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

FORM 5-B-1 21946 500 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

September 26, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. S. H. Probert.

Dear Sir:

Upon the verbal instructions of Mr. Baldock, additional work was performed on the Swift Section of the Swift Secondary Highway after the final estimate had been completed and made ready for final payment to the contractor.

This work was performed by the contractor with his approval at the contract prices, and we are herewith submitting the additional records covering same, which should be checked by Mr. McCallister and added into the final estimate.

This, I think, definitely completes the work to be done under this contract.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
J. W. McCallister

Note: Additional final records being transferred to Mr. McCallister.

Form 888—5M—8-34

ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 21, 1935

Section Swift

Kind of work Grading & Paving

Highway Swift Secondary # 120

Section prefix 126-1010

Contractor Parker Schram Co

Contract number 1661

Date of contract October 11, 1934, 193

Date of completion July 31, 1935, 193

Date work started February 12, 1935, 193

Estimated date of completion ...., 193

Amount of contract . . . . . . $ 49,897

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering . . . . $ 58,979.20

Per cent of contract completed, based on total contract price . . . .%

Engineering costs to date, $ 3213.63, ...%

Date project was completed September 20, 1935, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final was completed and sent in by Mr. Eason August 27th. Later rock was placed in the parking area north of Exposition building to the amount of 398 Cu.Yd. and this added to original contract as ordered by Salem. Rock was placed by Parker Schram Co. at a dollar a yard.

This will be the last weekly report on this project.

Signed .... Res. Engineer

Address 425 S.E. 81st Ave. Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	AINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.42				1.42
Miles partially completed					
Miles completed					
Total estimated quantities	25,000			2650	9400
Estimated quantities moved or placed to date	30,846.6			2927	9176.1
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday	"		

FORM 5-B-1 21946 500 5-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

12643

September 18, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Parker-Schram Company,
515 Couch Building,
Portland, Oregon.

Gentlemen:

This letter is to verify the understanding which Mr. Dean had with you by telephone this date, in which you agreed to supply, haul and spread additional base gravel material on the disturbed sand area opposite the International Livestock Exposition property along the Swift Road; this to be done immediately under the contract agreement, Contract No. 1661, and at the unit price stated therein for this contract item. The quantity involved, approximately 500 cubic yards, will be included in your final estimate for this contract job.

Your undertaking of this work will constitute your agreement with this understanding.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
A. B. Dean

FORM S-D-1 23490 500 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

21-1

September 6, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Parker-Schram Company,
515 Couch Building,
Portland, Oregon.

Gentlemen:

This is to advise you that your force account claim for grading and paving work on road approaches and driveways on your contract No. 1661, Swift Section of the Swift Secondary Highway, is disallowed as such.

All work involved in these road connections has been included in your final estimate under the various bid items applying. This action is in accordance with the provisions of your contract, as outlined in paragraphs on pages 16 and 27 of the Special Provisions thereof. The field engineer's instructions were to do this work in accordance with the contract agreement, and not as force account.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock ✓
H. G. Smith

FORM 5-A-1 10162 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August 8, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. R. Wakeman,
Superintendent of Distribution,
Portland Electric Power Company,
Portland, Oregon.

Dear Sir:

I have your letter of August 2 with reference to the payment of your claim for work performed in moving power poles along the Swift Road Section recently constructed.

As you know, public service facilities enjoy the privilege of occupying locations on and along state highways under permit of the State Highway Commission, so any movement or change that may be required in connection with construction or reconstruction is an obligation of the concerned owner and/or operator, and at their sole expense.

It happens, however, that due to a proviso of the permit for occupancy of a designated location on the Swift Road issued by Multnomah County when this road was a county road, it became the obligation of the county to pay the cost of any required movement of your pole line. At the time of our highway reconstruction of this section (the Swift Road now being a secondary highway) Multnomah County was unable to care for this work, and it was arranged by the county to have the state pay the claim in the amount of the "actual cost" but not to include any overhead expense.

In the instance of the Milwaukie work, the written agreement between all parties concerned provided for a 5 per cent overhead charge. In the several other instances where the state has paid for work similar to your present claim, the claim has been allowed in the amount of actual cost only, which did not include any overhead. This is an established policy of the Commission, and can not be altered except by prior agreement.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

NOTED
State Highway Engineer

By

F. D. EASON,
Assistant Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith

CROSS REFERENCE SHEET

Name or Subject Cattle Pass across Swift Secondary Highway

File No.

Regarding

Date June 15, 1935

SEE

Name or Subject
ADMINISTRATION
Petitions
Multnomah

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE"

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FORM S-A-1 16819 15M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

26-9

May 24, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer.
Salem, Ore.

Dear SiR:

In order that we may have the information for which to check the expense of moving poles on the Srift Secondary Highway at North Portland, we request that you have Mr. Dean make a rechain survey over this section and relocate the position of each pole that was moved and tie its relocation in as it is now placed.

We attach hereto a set of F.A. plan maps which show the location of all poles as they were originally located.

The matter of payment to the various companies involved is being pressed and we therefore ask that these data be furnished as quickly as possible.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated b
H. N. Hackett
H.

CC to
R. H. Baldock
S.H. Probert
J. M. Devers

March 6, 1935

Parker-Schrum Company
513 Couch Building
Portland, Oregon

Attention: Mr. Schrum

Gentlemen:

Reference is made to your letter of March 5th, pointing out an error in the wording of condition 2 on page 2 of the agreement relating to embankment construction under your contract for the grading and paving of the Swift Section of the Swift Secondary Highway.

The top width of the cross-section to which payment is to be limited should be 60 feet instead of 40 feet, as stated. Also, the minimum top width of the cross-section to be constructed should be 60 feet instead of 40 feet, as stated.

The agreement will be changed in the respects indicated as soon as it is received back.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

March 6, 1935

Parker-Schram Company
513 Couch Building
Portland, Oregon

Attention: Mr. Schram

Gentlemen:

Reference is made to your letter of March 5th, pointing out an error in the wording of condition 2 on page 2 of the agreement relating to embankment construction under your contract for the grading and paving of the Swift Section of the Swift Secondary Highway.

The top width of the cross-section to which payment is to be limited should be 60 feet instead of 40 feet, as stated. Also, the minimum top width of the cross-section to be constructed should be 60 feet instead of 40 feet, as stated.

The agreement will be changed in the respects indicated as soon as it is received back.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

CHAS. T. PARKER
CARL A. SCHRAM

513-14-15 COUCH BUILDING
PORTLAND, OREGON

March 5, 1935

R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention - Mr. S. H. Probert -

Gentlemen:

We have your letter of March 4th enclosing revised supplementary agreement amending our contract of October 11, 1934, for the construction of 1.42 miles of grading and paving on the Swift Section of the Swift Secondary Highway, and approving placing of embankment between Stations 147-00 and 155-00 by hydraulic dredge fill.

We note that condition 2 on Page 2 of such agreement provides that the determination of pay quantities shall be,

> "limited to that section of the earth fill embankment confined within the neat lines of a cross-section having a top width of forty (40) feet and two to one (2 : 1) side slopes, notwithstanding the fact that a greater yardage of materials may have been incorporated in said fill by reason of the method of construction proposed and contemplated by the Company and its subcontractor. In other words, the fill must be constructed to a minimum top width of forty (40) feet and two to one (2 : 1) side slopes. The Company may construct to a flatter slope at its option."

We believe the references to minimum embankment top width should read sixty (60) feet instead of forty (40) feet as the typical sections included in the plans showing construction from Station 146-00 to Station 157-65 clearly indicates a forty (40) foot concrete pavement with ten (10) foot shoulders both sides, necessitating a fill with top width of sixty (60) feet.

As there has been no discussion of any change of plans on the type of pavement to be constructed at such location, we are proceeding on the assumption that the dimensions referred to should be corrected to sixty (60) feet as the minimum top width of fill. If we are in error, kindly advise promptly as this would materially affect our subcontract.

Yours very truly,

PARKER-SCHRAM COMPANY

By CASchram

CAS:AC

March 4, 1935

The Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

We are submitting herewith the revised agreement supplemental to your contract for the grading and paving of the Swift Section of the Swift Secondary Highway. When this agreement has been executed by your company and has been returned to us, together with the copies of your subcontract with F. J. Kernan, and, when we have been furnished with the easement which the agreement calls for, you may proceed with the embankment construction in accordance with the terms of the agreement without awaiting the execution of the agreement by the State Highway Commission.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

Agreement referred to
was never executed.
Method of fill construction
proposed by agreement
was abandoned.

AGREEMENT

THIS AGREEMENT, made and entered into this _________ day of March, 1935, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and PARKER-SCHRAM COMPANY, a co-partnership, hereinafter called the "Company", party of the second part;

WITNESSETH:

THAT, WHEREAS, on the 11th day of October, 1934, the said Company entered into a written contract with the State of Oregon, by and through its State Highway Commission, for the construction of 1.42 miles of grading and paving on the Swift section of the Swift Secondary Highway in Multnomah County, Oregon; and

WHEREAS, a portion of the work to be performed under the terms of said contract consists of the construction of an earth embankment fill between Stations 147+00 and 155+00, which stations are on the center line of said highway; and

WHEREAS, the said Company contemplates and proposes to sublet the construction of said earth embankment fill to F. J. Kernen and the said F. J. Kernan intends , if he enters into said contract, to construct said embankment fill by depositing materials pumped from the Columbia Slough by means of a floating hydraulic dredge and pipe line, which method of construction will be advantageous from the standpoint of the State in that it will provide a more thoroughly settled fill and a fill having flatter side slopes than the one and one-half to one (1½ : 1) side slopes specified in said contract, plans and specifications; and

WHEREAS, it is the purpose of these parties to cover by this amendatory or supplementary agreement the above change in method of construction;

NOW, THEREFORE, the premises being in general as above stated, it hereby is mutually agreed by and between the parties hereto as follows:

1. The State hereby approves the method of construction proposed and contemplated by the said F. J. Kernan and agrees that the said embankment fill may be constructed by depositing materials pumped from the Columbia Slough by means of a floating hydraulic dredge and pipe line.

2. It is specifically understood and agreed that the determination of pay quantities to be allowed the Company for the construction of said embankment fill by the method proposed by the Company shall be limited to that section of the earth fill embankment confined within the neat lines of a cross-section having a top width of sixty (60) ~~forty (40)~~ feet and two to one (2 : 1) side slopes, notwithstanding the fact that a greater yardage of materials may have been incorporated in said fill by reason of the method of construction proposed and contemplated by the Company and its subcontractor. In other words, the fill must be constructed to a minimum top width of sixty (60) ~~forty (40)~~ feet and two to one (2 : 1) side slopes. The Company may construct to a flatter slope at its option.

3. This amendatory agreement has been made and entered into in contemplation of the subcontract between the Company and F. J. Kernan, a copy of which said subcontract has been submitted to the State Highway Commission by the Company for its information and guidance in the preparation of this amendatory agreement, and it is specifically understood that in making this amendatory agreement the State Highway Commission relies

expressly upon the covenants and agreements made by the said F. J. Kernan in his said subcontract with the Company, wherein and whereby the said F. J. Kernan agrees to convey, or cause to be conveyed, to the State, without cost to the State Highway Commission, a permanent slope easement on and across the lands paralleling the right of way heretofore granted the State of Oregon by the said F. J. Kernan for said highway construction between said Stations 147+00 and 155+00, for such additional land as may be required for the accommodation of material contained in said side slopes extending, by reason of said method of construction, beyond the one and one-half to one (1½ : 1) slopes prescribed in said specifications. The signing of this amendatory agreement will bind the Company to furnish the State without cost the permanent slope easements above referred to.

4. The Company shall, and hereby agrees to, assume all liability arising out of any claims for damages that may be caused or alleged to be caused by reason of the construction of said embankment by the method proposed by the Company and its subcontractor, and particularly resulting from the encroachment upon adjacent lands of material contained in said side slopes in excess of the one and one-half to one (1½ : 1) slope prescribed in the specifications, and agrees to protect the State, the State Highway Commission, its officers, agents, or employes, against any claims by property owners for damages alleged to have been caused by reason of the construction of said embankment fill, including royalty, if any, on fill materials, pursuant to the method and plan proposed by the said Company and/or its subcontractor.

Consent of Surety

KNOW ALL MEN BY THESE PRESENTS: That in consideration of the mutual benefits and advantages to be derived therefrom the undersigned, Glens Falls Indemnity Company, Glens Falls, New York, surety on the contract hereinabove referred to, hereby consents to the above agreement and modification of the original contract.

Dated this ____________ day of __________, 1935.

GLENS FALLS INDEMNITY COMPANY

____

____

Executed in the presence of:

____

____

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

CHAS. T. PARKER
CARL A. SCHRAM

513-14-15 COUCH BUILDING
PORTLAND, OREGON

February 23, 1935

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have your letter of February 22nd approving the construction of the earth fill embankment between Stations 147-00 and 155-00 required under our Contract for the Swift Section of the Swift Secondary Highway by use of hydraulic Dredge and pipe lines.

We note this plan of operation and the material to be used are acceptable to the State subject to the provisions enumerated, all of which points, however, we do not believe were raised in our telephone conversation. However, we are enclosing for your information, copy of contract covering this work which has been prepared for the signature of Mr. Kernan, in which we believe all requirements have been adequately covered with the exception of Item 1 specifying that "embankment slopes for dredge fills shall be built with not less than 3:1 slopes". We did not recall that this particular point was raised, as there was some discussion on the advisability of using a dragline fill to confine the slopes, hence, this was not covered in the contract in the same way you have now provided. We believe, however, the slopes as finally placed will far exceed 3:1 and we will endeavor to have this stipulation accepted by Mr. Kernan.

We understood from Mr. Devers that the State had a 60' right-of-way for highway purposes with an easment for the additional area required for the side slopes on this fill, but in order to be sure that both ourselves and the State were protected in this respect, we incorporated in our contract the requirement that Kernan would convey or cause to be conveyed without cost, an easement covering such additional areas as may be required for the extended side slopes. Your Item 3 requires that "slope easement shall be procured in the name of the State for any slope encroachments beyond the Right-of-way boundaries of the State owned 60' Right-of-way." The State must surely have some rights beyond the 60' Right-of-way limits, for it would be impossible to construct the fill with 1½:1 slopes originally contemplated as the top width of the embankment is full 60'.

In accordance with promise recently made, copy of this contract has also been submitted to Mr. Devers for his approval and we trust satisfactorily covers all points at issue.

Yours very truly,

PARKER-SCHRAM COMPANY

By C A Schram

CAS:AC
ENCLOSURE

MEMORANDUM OF AGREEMENT, made in duplicate, and entered into this 18th day of February, 1935, by and between CHAS. T. PARKER and C. A. SCHRAM, co-partners doing business under the firm name and style of Parker-Schram Company, hereinafter referred to as "said Company", and F. J. KERNAN, of Paloma, Multnomah County, Oregon, hereinafter referred to as "said Kernan",

See [illegible]

W I T N E S S E T H

That whereas on the 11th day of October, 1934, the said Company entered into a written contract with the State Highway Commission on behalf of the State of Oregon for the construction of 1.42 miles of grading and paving on the Swift section of the Swift secondary highway in Multnomah County, Oregon; and

Whereas, included in the work to be performed under the terms of said contract, the said Company is required to construct an earth embankment fill between stations 147+00 and 155+00, designated on the center line of said highway; and

Whereas the said Kernan is desirous of entering into a sub-contract to construct said embankment between said stations 147+00 and 155+00 on said highway;

NOW, THEREFORE, in consideration of the conditions herein contained and to be performed by the respective parties hereto, at the times and in the manner hereinafter set forth, it is agreed:

1. That the said Kernan will construct the earth fill embankment between said stations 147+00 and 155+00 on said highway, to the lines and grades as staked by the State Highway Engineer, in strict accordance with the said contract of October 11, 1934, and with the plans and specifications of the State Highway Engineer referred to therein and made a part thereof, which said contract, plans and specifications, the terms and conditions of which the said Kernan agrees he is familiar with, are hereby made a part of this contract and identified by the initials of the said Kernan; and will complete said embankment to the satisfaction of the State Highway Engineer; provided, however, that while the said specifications provide that "the material so furnished shall be earth, gravel or other material which will stand permanently with one and one-half to one (1½:1) side slopes", it is understood and agreed that the said Kernan contemplates constructing said embankment by depositing material pumped from the Columbia Slough by means of

floating hydraulic dredge and pipe lines, which method of construction will probably require side slopes greater than one and one-half to one ($1\frac{1}{2}:1$) specified in said contract, plans and specifications, in which event the State Highway Commission has agreed to approve such method of construction, in consideration of which the said Kernan as a further covenant of this contract agrees to convey or cause to be conveyed, without cost to the said Company or to the State Highway Commission, an easement on and across the lands paralleling the right of way heretofore granted the State of Oregon for said highway between stations 147+00 and 155+00 for highway purposes, for such areas as may be required in addition to the easement already granted the State Highway Commission for the accomodation of material contained in said side slopes extended by reason of said method of construction beyond the one and one-half ($1\frac{1}{2}:1$) slopes prescribed in said specifications.

2. The said Kernan further agrees that he will assume all liability arising out of any claims for damages that may be caused or alleged to be caused by reason of the construction of said embankment by the method described in Paragraph 1 hereof and/or the use of floating hydraulic dredge and pipe line equipment, and particularly resulting from the encroachment upon

adjacent lands of material contained in side slopes that may be constructed in excess of the one and one-half to one slope prescribed in the specifications, the filling or clogging of ditches, culverts, sewers, or other drainage structures by sand deposits or otherwise, and the pumping of any excess water deposited upon the land by such method of operation that may find its way by means of drainage or natural seepage onto or across the lands or into the drainage systems of the adjoining drainage districts.

3. The said Kernan further agrees to permit said Company, its employees and agents, to use and occupy the water front along said Columbia Slough owned or controlled by the said Kernan, together with any and all structures located thereon and which may be utilized in the construction of a dock by the said Company for use in unloading and/or batching materials required in highway construction, together with the right of ingress and egress thereto; it being understood that if the said Company constructs said dock on any premises owned or controlled by the said Kernan, upon the completion of said contract between the State Highway Commission and the said Company, and as long as the said Company keeps said dock located on said premises, the said Kernan may have the joint use of same.

4. In consideration of the performance of said work and the other conditions to be by the said Kernan performed hereunder, said Company agrees to pay the said Kernan the sum of twenty-four and one-half cents (24½¢) per cubic yard of "earth embankment in place" constructed by said Kernan between stations 147+00 and 155+00, as shown by the progress and final estimates of the State Highway Engineer, said payments to be made within five days from the date remittances are received by said Company from the State Highway Commission on its said contract, and in the same proportion as allowed by the progress and final estimates of the State Highway Engineer; it being specifically understood and agreed, however, that the determination of pay quantities to be allowed hereunder shall be limited to that section of the earth fill embankment confined within the one and one-half to one side slopes prescribed in the specifications.

5. The said Kernan further agrees that all work called for under this contract shall be completed on or before the 21st day of March, 1935, all to the satisfaction of the State Highway Engineer.

6. It is further understood and agreed by and between the parties hereto that if the said Kernan shall refuse or neglect, or fail to comply with the terms of this contract, or shall fail to make prompt

payment for labor or rentals of equipment or materials and supplies purchased,or otherwise be guilty of a substantial violation of any of the provisions of this contract, or the contract, plans and specifications herein referred to and made a part hereof, or if the said Kernan should be adjudged bankrupt, or if he shall make a general assignment for the benefit of his creditors, or if a receiver shall be appointed on account of his insolvency, then the said Company, without prejudice to any other right or remedy, may terminate this contract and take possession of all materials, tools and appliances thereunder or by the said Kernan used in connection with said contract, and finish the work by whatsoever method said Company may deem expedient, in which case the said Kernan will not be entitled to receive any further payment until the work is finished. If the unpaid balance of the contract price shall exceed the expense of finishing the work contemplated hereunder, said excess shall be paid to the said Kernan; if such expense shall exceed such unpaid balance, said Kernan shall pay the difference to the said Company.

IN WITNESS WHEREOF the parties hereto have hereunto set their hands and seals to this and to another instrument of like tenor and effect, the day and date herein first above written.

PARKER-SCHRAM COMPANY

By ____________________

By ____________________

Co-partners

____

February 22, 1935.

26-9

Parker-Schram Company,
515 Couch Building,
Portland, Oregon.

Gentlemen:

This will confirm the understanding we had in our phone conversation with respect to your request to alter the method of filling embankments on the Swift Section of the Swift Secondary Highway by substituting dredged construction for hauled materials. This plan of operation and the material to be used are acceptable to the State, with these provisions:

1. Embankment slopes for dredged fills shall be built with not less than 3:1 slopes.

2. Embankment pay quantities shall be the neat cross section quantities for the roadbed section with 1½:1 side slopes.

3. Slope easement shall be procured in the name of the State for any slope encroachments beyond the right of way boundaries of the State-owned 60-foot right of way.

Your subcontract and special agreement must adequately cover these items, and the easements procured before the work can be authorized. Any delay due to submission of the subcontract and its approval will, of course, be your own loss and responsibility.

Yours very truly,

State Highway Engineer.

cc J. M. Devers
H. G. Smith
A. B. Dean
F. D. Eason

FORM 5-A-1 16819 15M 9-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

26-4

December 5, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Wm. E. Chandler,
Division Engineer,
Office.

Attention - Mr. F.D.Eason

Dear Sir:

Mr. Buck, County Roadmaster of Multnomah County advises that they have insufficient funds to pay for the moving of poles on the Swift Secondary Highway which is estimated to cost $3,017.80, and it has been decided that the Highway Department will pay for this work and deduct it from the Multnomah County share of the funds.

Please notify the interested companies immediately and perfect arrangements for the removal of the poles.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

NOTED
State Highway Engineer

126AF

October 30, 1934

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1661 which was awarded to you on October 11, 1934 for grading and paving the Swift Section of the Swift Secondary Highway in Multnomah County.

This copy is sent to you for your records and files. We are also sending the surety on your bond a copy of this contract.

Yours very truly,

MC

Secretary

126AB

October 17, 1934

Parker-Schram Co.
513 Couch Building
Portland, Oregon

Gentlemen:

For use in connection with the Swift Section grading and paving project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Old Post Office Building, Portland, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. E. Chandler
Mr. A. B. Dean

26-9

126AB

September 28, 1934

Mr. James A. Davis
Construction Engineer
Department of Highways
Olympia, Washington

Dear Sir:

At the request of Mr. Baldock, we are mailing to you today a copy of the specifications for the paving of the Swift Section of the Swift Secondary Highway in Multnomah County.

These specifications include our new specification for cut-back asphalt wearing surface.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:KR

TT, CHAIRMAN, PORTLAND
G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

September 27, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert
OFFICE

Dear Sir:

Please send to James A. Davis, Construction Engineer, Department of Highways, Olympia, Washington, a copy of the specifications which we will use on the Swift Road covering the asphaltic concrete surfacing using heavy cutback as a binder.

Yours very truly,

RHBaldock

RHB:MC

State Highway Engineer

FORM 5-5-1 15093 500 5-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

26-9

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

June 5, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. G. Smith,
Construction Engineer
Office.

Dear Sir:

Attached hereto you will find estimate for comparison of bids on the Swift Section of the Swift Secondary Highway, in the amount of $60,085.00.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

ZR

cc Mr. J. W. Nash
Mr. F. D. Eason

Swift Section, Grading and Paving

Item No.	Item	Unit Price	Amount
1.	Earth Embankment in Place 29,200 cu. yds. For- - - - - - - - - - - - - - - - - - - per cu. yd.	$-0.55	$16,060.00
2.	Rock Embankment in Place 200 cu. yds. For- - - - - - - - - - - - - - - - - - - per cu. yd.	$-2.50	$- 500.00
3.	18-inch Concrete Pipe 120 lin. ft. For- - - - - - - - - - - - - - - - - - - per lin. ft.	$-2.00	$- 240.00
4.	Pavement Removal and Slope Paving 1,100 sq. yds. For- - - - - - - - - - - - - - - - - - - per sq. yd.	$-0.55	$- 605.00
5.	Portland Cement Concrete Pavement 9,500 sq. yds. For- - - - - - - - - - - - - - - - - - - per sq. yd.	$-1.75	$16,625.00
6.	Expansion Joints 750 lin. ft. For- - - - - - - - - - - - - - - - - - - per lin. ft.	$-0.22	$- 165.00
7.	Contraction Joints 5,500 lin. ft. For- - - - - - - - - - - - - - - - - - - per lin. ft.	$-0.04	$- 220.00
8.	Dowels 450 only For- - - - - - - - - - - - - - - - - - - each	$-0.25	$- 112.50
9.	Tie Bars and Reinforcement 3,000 lbs. For- - - - - - - - - - - - - - - - - - - per lb.	$-0.05	$- 150.00
10.	Class "D" Asphaltic Concrete 2,650 tons For- - - - - - - - - - - - - - - - - - - per ton	$-5.25	$13,912.50
11.	Class "E" Asphaltic Concrete 100 tons For- - - - - - - - - - - - - - - - - - - per ton	$-5.45	$- 545.00

Swift Section, Grading and Paving

No. 2

Item No.	Item		Unit Price	Amount
12.	Cutback Asphalt Wearing Surface For- per ton	800 tons	$5.30	$4,240.00
13.	Lower Course Sub-base and Shoulders For- per cu. yd.	3,000 cu. yds.	$1.30	$3,900.00
14.	Top Course Sub-base and Shoulders For- per cu. yd.	1,600 cu. yds.	$1.60	$2,560.00
15.	3/4" - 0" Screenings For- per cu. yd.	50 cu. yds.	$1.60	$- - 80.00
16.	Filler For- per cu. yd.	200 cu. yds.	$0.40	$- - 80.00
17.	Hauling Filler For- per yd. mile	600 yd. miles	$0.15	$- - 90.00

Total Amount of Bid $ 60,085.00

CONTRACT#1663,

35-1201 Kinzua Junction-Service Creek,
Surfacing 1934

1663

5-1-21

104-4c

February 27, 1935

Mr. Porter W. Yett, Chairman
Regional Committee of the Crushed Stone,
Sand and Gravel Industry
43 S. E. Salmon Street
Portland, Oregon

Dear Sir:

In reply to your letter of February 21st, this will advise that Contractors Joslin and McAllister have only one contract with us at the present time, this being a contract for the resurfacing of the Kinzua Junction-Service Creek Section of the John Day Highway in Wheeler County, which contract calls for the furnishing and placing of 14,000 cubic yards of crushed rock.

We estimate that the rock production work to be done under this contract amounts to approximately 60 per cent of the whole amount of work to be done, the remaining 40 per cent consisting of the hauling and placing of the crushed rock and the incorporation of filler materials.

Very truly yours,

State Highway Engineer

NRA
MEMBER
U.S.
WE DO OUR PART

REGIONAL COMMITTEE

REGION 16
OF THE
CODE OF FAIR COMPETITION
FOR THE
CRUSHED STONE, SAND AND GRAVEL
AND SLAG INDUSTRIES
(CODE 109)

43 S. E. SALMON STREET
PORTLAND, OREGON

PORTER W. YETT, CHAIRMAN
MEMBER CODE AUTHORITY (C. S.)
CITY MOTOR TRUCKING CO.
PORTLAND, ORE.

CHAS. JOSLIN,
VICE-CHAIRMAN (S. & G.)
JOSLIN & MC ALLISTER,
SPOKANE, WN.

JOHN R. REESE, SEC.-TREAS.
COLUMBIA CONTRACT CO.
PORTLAND, ORE.

GEORGE W. GAUNTLETT
MEMBER CODE AUTHORITY (S. & G.)
PIONEER SAND & GRAVEL CO.
SEATTLE, WN.

GEORGE F. JACOBY
HELENA SAND & GRAVEL CO.
HELENA, MONT

MARSHALL NEWPORT
NEWPORT CONSTRUCTION CO
PORTLAND, ORE.

DR. W. A. MOORE
CROSBY LIGHTERAGE CO
SEATTLE, WN.

HOWARD TOOLE
MISSOULA, MONT.

FRED G. REDMON
YAKIMA, WN

HOWARD F. PUARIEA
PORTLAND GRAVEL CO
PORTLAND ORE

REGION 16
OREGON
WASHINGTON
MONTANA
IDAHO
EAST 4114

February 21, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Would you please advise us as to whether or not the firm of Joslin & McAllister have many projects under contract with the Oregon State Highway Commission at this time?

If so, we would appreciate further information as to the nature of the contract, such as oil rock production, grading, rocking, or graveling, with the approximate proportion of cost as pertaining to rock production compared with the total amount of the contract.

Very truly yours,

REGIONAL COMMITTEE
Region 16-Code 109
Porter W. Yett
Porter W. Yett, Chairman

PWY:DD

REFERRED TO
Robert
[illegible] Highway Engineer

Please prepare
answer for me.

FORM S-M-1 19081 500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 17, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing typical section, special provisions and estimate of cost for the rock surfacing of the Kinzua Junction-Service Creek Section of the John Day Highway in Wheeler County.

You will note that I have included filler in the project as it is probable that a small amount will be required. It was my original idea to use only about 600 yards per mile of rock surface and this amount of material would not have required filler. If 1,500 yards per mile is used which will result in approximately 3" compacted thickness, it will probably be necessary to use some filler.

I have also specified the size of the rock to be 1" - ¼" as 1½" - ¼" is too large for top surfacing. My estimate of cost is based on a price of $1.25 per cubic yard in the bunker and a 50¢ haul.

You have, I believe, in your office a 2,000 ft. scale map of this section, and a sketch map of the project may be taken from this map. I have no copy of the map in this office.

Very truly yours,

W C Williams

District Engineer.

WCW:OG
Encl.

cc R. H. Baldock.

NOTED
State Highway Engineer

35D

March 30, 1935

United States Fidelity & Guaranty Co.,
G. B. Eckles, Manager
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1663, covering 14.0 miles of surfacing on the Kinzua Junction-Service Creek Section of the John Day Highway, has been completed by the contractors, Joslin & McAllister, and that final settlement will be made by the State with said contractors for work done under said contract on or after April 10, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims, should there be any.

This notice is given you as you appear as surety on the bond furnished in connection with the contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $13,928.10, including the final payment.

Very truly yours,

mC

Secretary

FORM S-M-1 19723 500 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 8, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention Mr. H. G. Smith:

Dear Sir:

All work on the Kinzua Junction-Service Creek surfacing project, Contract No. 1665, was satisfactorily completed by Joslyn & McAllister, contractors, on March 6, 1935. The total cost of the project as performed by the contractors is $19,866.80 as compared with project authorization of $20,620.80. This underrun was the result of decrease in the amount of filler and filler haul used on the job.

I wish, however, to use $600.00 of this saving to place filler with State forces if it becomes necessary. During the time the surfacing rock was being placed we were unable to determine exactly how much filler would be absorbed by the new surfacing from the old roadbed, and in order to make certain that we would not have an excess of filler we decreased the percentage of filler to slightly less than ten per cent. After a few months traffic under maintenance blading it may be that additional filler will be necessary, and if so it should be placed with State forces, as it would not appear practicable to hold up the contractors' release for several months awaiting this outcome.

I am submitting to you an order for State Force Work on contract projects covering the incorporation of this additional filler if the same should be required.

Very truly yours,

Division Engineer.

WCW V
Incls. CC Mr. Baldock

Form 338—4M—8-33.

ORECON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending March 1 1935, 193

Section Kinzua Junction - Service Creek

Kind of work Surfacing

Highway John Day

Section prefix 35 DJ

Contractor Joslin & McAllister

Contract number 1663

Date of contract October 11 1934, 193

Date of completion April 30 1935, 193

Date work started November 6 1934, 193

Estimated date of completion March 10 1935, 193

Amount of contract $ 19620.00

Per cent of time elapsed 70 %

Estimated cost of completed project, exclusive of engineering $ 19866.80

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 1675.00, %

Date project was completed, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Frozen material stopped the work of processing last Saturday, but we have had thawing weather this past week and blading operations were resumed again on Thursday.

If we have no more freezing weather for a while, all work on this project will be completed the latter part of next week. There are only two more miles to be processed. That will take a couple of days and maintaining the entire job once more will probably take two more.

Resident Engineer.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		14.0			
Miles partially completed		14.0			
Miles completed		12.0			
Total estimated quantities		19165			
Estimated quantities moved or placed to date		19165			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		2			
Hours per shift		6 hr 40 min.			
Average force on project for week		5			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Wheeler COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					1	
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 8-M-1 10723 SOC 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

[illegible] Wheeler Co.

3508

February 16, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

Dear Sir:

I am enclosing herewith copy of a letter received from Joslin & McAllister with reference to blading work on their Contract No. 1663, Kinzua Junction-Servis Creek section of the John Day Highway.

As stated in the letter, contractors have completed the placing of all crushed rock on the project, but they are unable to properly mix the surfacing materials and shaping the roadway, due to snow, ice and frost conditions. It may be that this work can be started within the next two or three weeks and it might be as late as April first before the work could be performed satisfactorily and if the contractors are agreeable to deduct from their estimate in an amount sufficient to cover the cost of properly blading the material, I would see no objections to doing the work with our own forces.

This surfacing job, as you know, was intended to absorb the excess filler as well as to slightly stabilize the riding surface. It was my desire to mix the surfacing materials with the top surface of the existing materials and it is this work that can not be done until the frost is out of the ground.

The cost of this blading work will be approximately $40 per mile, which cost is based on an estimated completion of one-half mile per day, using two 6 hour shifts daily. The daily cost for twelve hours I estimate as follows: Gas and oil, $6.50; motor grader rental, $5.85; two operators at $3.30=$6.60; total $18.95.

Will you kindly advise if you have any objections to releasing the the contractor from performing this work providing he will allow

[illegible] 500 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
Attention Mr. M. G. Smith　　　Page #2　　　2-16-35

a deduction to be made from his estimate of $40 per mile that he can not properly finish at this time.

Very truly yours,

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

CC to Mr. R. H. Baldock
Mr. J. W. Bixhop

enc.

FORM 3-A-1 19749 15M 2 34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 19, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Will you kindly give the attached letter from the Kinzua Lumber Company your particular attention to see that no logs are destroyed on the quarry site mentioned or that the Logging Company is not blocked off from the adjacent logging operations.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

NERS
M. SCOTT, CHAIRMAN, PORTLAND
ARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

November 14, 1934

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Herewith we hand you copy of letter received today from Kinzua Pine Mills Company relative to quarry site in Sections 4 and 5, Township 8 South, Range 22 East, W. M., in Wheeler County on the John Day Highway.

It is urgently requested that the matter of the felling and disposing of trees be handled so as to conform to the contents of the letter.

We have not reached any final settlement covering the consideration for the quarry site as yet but, as you know, have been given permission to enter. Therefore, every effort should be made to avoid causing conditions which may make the final settlement difficult.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Mr. R. H. Baldock
Mr. W. C. Williams

Copy

KINZUA PINE MILLS COMPANY

Kinzua, Oregon

November 13th, 1934.

Mr. J. M. Devers, Attorney,
Oregon State Highway Department,
Salem, Oregon.

Dear Sir:-

Your letter of November 7th has remained unanswered pending an investigation of the activities of the contractor at the quarry site. We received with some surprise notice from your Mr. Williams on November 6th that the contractor would start work on November 5th. It gave us no advance notice as to what they might want.

Our logging superintendent reports that the contractor has removed two trees and has shot the hill-side but without any material damage to other trees. The two felled trees have been carefully put to one side and they have apparently taken care of the situation nicely.

Our plan was to have the trees felled and the logs drawn to one side where we could get them at some time in the future. You will realize that we cannot send equipment over there to log and remove the trees from such a small area when it is ten or eleven miles from our operations. Just what, if any, arrangements you have with the contractor for doing that work in case we do not do it first, we do not know.

We told Mr. McCallister that we had no objection to the contractor going ahead on the property, provided some arrangement was made either by ourselves or by you to put the logs where they would be accessible and that the quarry would be so worked as not to cut us off from adjacent logging operations. This permission was given do to the fact that the property is under two mortgages and it will necessarily take some time to find out what the Trust Companies will require in order to release the property. Both Trust Companies were promptly notified but so far no reply has been received.

Very truly yours,

KINZUA LUMBER COMPANY

By (Sgd.) J. W. A. Luce

JWAL/JL

#1663

35DJ

November 19, 1934

Kinzua Pine Mills Company
Kinzua, Oregon

Attention: Mr. G. O. Hays
Sales Department

Gentlemen:

We acknowledge receipt of your letter of November 16 requesting that you be notified before final payment is made to Joslin & McAllister in connection with their contract for surfacing work on the Kinzua Junction-Service Creek Section of the John Day Highway in Wheeler County, State Highway Contract No. 1663.

We shall try to remember to comply with your request, however, it is an unusual one and we may inadvertently overlook it. In our estimation Joslin and McAllister are responsible contractors and we do not believe that you will encounter any difficulty in securing payment of your claim. However, would suggest that you watch the progress of the work and, if your claim is not paid before the work is completed, notify us again. We offer for your protection the bond furnished by the contractor in connection with this project. This bond was written by the United States Fidelity and Guaranty Company for whom G. B. Eckles, is the Manager, with offices in the Porter Building, Portland.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

Kinzua Pine Mills Company

MANUFACTURERS OF
KILN-DRIED OREGON PONDEROSA PINE PRODUCTS

Kinzua, Oregon

Nov. 16,1934

State Highway Commission,
Salem, Oregon

Gentlemen:

The firm of Joslin & McAllister, whom we understand,will be doing some state highway work in a short time, on the John Day Highway, are getting approximately $500.00 in lumber from our plant. While we are selling this on Net Cash terms, and feel sure of collecting for same,never the less we would appreciate your informing us, before you make settlement with them. Should their account be settled satisfactorily before that time, we will of course notify you to disregard this letter.

Very truly yours,
KINZUA PINE MILLS COMPANY
G. O. Hays
SALES DEPARTMENT

GOH/H

ADDRESS ALL CORRESPONDENCE TO THE COMPANY, NOT TO INDIVIDUALS

November 7, 1934

35 Dj

Joslin & McAllister
3033 E. Trent Avenue
P. O. Box 1174
Spokane, Washington

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1868 which was awarded to you on October 11, 1934 for the construction of 14 miles of crushed rock surfacing on the Kinzua Junction-Service Creek Section of the John Day Highway in Wheeler County.

This copy is being sent to you for your records and files.

Yours very truly,
STATE HIGHWAY COMMISSION

By

MC

Secretary

October 27, 1934

35Dj

Joslin & McCallister
Post Office Box 1174
Spokane, Washington

Gentlemen:

We have your letter of October 23rd, making inquiry in regard to the classification of crusher operators on NRA projects.

Our interpretation of the specifications is that on a project requiring an average production of 400 tons or more per 24-hour day, the crusher operator should be classed as a skilled laborer. If the average required production is less than 400 tons per 24-hour day, the crusher operator should be classed as an intermediate grade laborer.

Occasional variations in production above or below 400 tons per day should not be taken into consideration.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

J. McALLISTER

JOSLIN & McALLISTER
CONTRACTORS
P. O. BOX 1174
SPOKANE, WASHINGTON

Oct.23,1934

Oregon State Highway Commission,

Salem,Oregon.

Gentlemen:

Reference is made to the classification of labor on the Kinzua Junction-Service Creek surfacing project.

Under skilled labor you list crusher operator (400 tons per day or over) and under intermediate grade you show crusher operator (under 400 tons per day).

Please advise if the daily tonnage means the output for each twenty-four hours,and also how the wage is to be handled if the output for a part of the pay period is under the 400 tons per day and a part over the 400 tons per day.

Yours very truly,

Joslin & McAllister

FORM 8-A-1 13743 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

October 18, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

We are attaching a copy of sub-contract between Joslin and McAllister and H. L. Hansen on their Kinzua Junction-Service Creek Section of the John Day Highway. This sub-contract meets the approval of this office. Will you please advise Joslin and McAllister immediately whether or not it meets with your approval.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

JTE

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓

35 BJ

October 17, 1934

Joslin & McAllister
Post Office Box 1174
Spokane, Washington

Gentlemen:

For use in connection with the Kinzua Junction-Service Creek surfacing project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, 417 E. 3rd Street, The Dalles, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. C. Williams

October 13, 1934

35 D J

Joslin & McAllister
P. O. Box 1174
Spokane, Washington

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on October 11 for the surfacing of the Kinzua Junction-Service Creek Section of the John Day Highway in Wheeler County, and has awarded to you the contract for such work at your bid price of $19,620.00.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Mr. Probert

CONTRACT#1664,

NRS 197-B Deschutes River-Agency Plains 1934
Grading

1664

[illegible]

NOTED
State Highway Engineer

197 B

COST DATA - FINAL REPORT July 30, 1935

WARM SPRINGS HIGHWAY

Deschutes River-Agency Plains Section - Grading Contract # 1664 - Prefix 16 PD

J. A. Lyons, Contractor
Forrest Cooper-Resident Engr.

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Amount
Clearing and Grubbing	380.89	All	-	-	$ 500.00
Trench Excavations	143.40	174.6 Cu. Yds.	0.82	1.50	261.90
Excavation-Single Class.	69444.61	218,713.1 Cu.Yds.	0.318	.33	72,175.32
Overhaul	5072.00	253,593.7 Yd. Sta.	0.02	.02	5,071.87
Truck Haul	5697.00	21,909.8 Yd. Mi.	0.26	.15	3,286.47
Finishing Roadbed Slopes	2892.00	4.89 Miles	591.41	200.00	978.00
18" Concrete Pipe	1247.50	594 Lin.Ft.	2.10	2.20	1,306.80
18" Corr. Iron Pipe	995.60	524 " "	1.90	1.60	838.40
18" Conc. Pipe-Extra Str. (Price Agreement) (#2	70.20	27 " "	2.60	3.00	81.00
Price Agreement-Lump Sum Drill & Blast additional Solid Excavation due to Widening Roadbed	858.60	3,685 Cu.Yds.	0.233	-	1,500.00
Force Account Work	171.75				196.58
					$ 86,196.34
Cook House & Commissary	4362.25				3,482.22
Total	91,335.80				$ 89,678.56

Total Cost	$91,335.80
Gross Revenue	89,678.56
Net Loss	$ 1,657.24

" " Equals 1.8% of Gross Revenue

E.H.Clymer
7/31/35

Detail of Cost:

Labor	$30,119.67	
Cook House Labor	939.17	
Supervision (Superintendent & Timekeeper	2,972.00	
" (J. A. Lyons 6 Mo. at $300.00)	1,800.00	
State Industrial Accident Insurance	935.22	
		$36,766.06

Material:

18" Concrete Pipe	594 Lin. Ft.	at $1.60	950.40	
18" " " X Str.	27 " "	" 2.09	56.43	
18" Corr. Iron Pipe	524 " "	" 1.35	707.40	
18" " " " Bands	20 " "	" 2.02	40.40	
				1,754.63

Equipment, Rental, Supplies & Misc.

Equipment Rental	24,183.67
Gas, Oil and Grease	11,914.43
Explosives	7,627.35
Cartage - Moving Equipment in and out	1,422.12
Drill Steel, Bits, Pipe and Misc.Supplies	1,644.73
Lumber and Supplies for Camps	1,018.14
Office Expense	268.22
General Expense	465.47
Shop Expense including construction	516.14
Small Tools, Supplies and Misc.	358.53
Cook House and Commissary Supplies	2,445.65
Bond 1% of Gross Revenues	862.75
Code Authority	87.91
	$52,815.11

Total Cost $ 91,335.80

Remarks:

This job was started Oct. 22, 1934 and was completed May 31, 1935. Rain and snow during Fall and winter hampered the work to some extent but the contractor made good progress.

The excavation single classification, varied from volcanic ash to a very hard rock.

If excavation had been classified the quantities would have been about as follows:

61,600 Cu. Yds. Common excavation, constructing of volcanic ash, numerous small pockets of sand and gravel not cemented and talus rock.

53,800 Cu. Yds. Intermediate excavation, consisting of hard pan which dug hard but was dug without shooting.

103,300 Cu. Yds. Solid Excavation, consisting of various classes of lava and sand stone formation varying from soft to a very hard rock containing iron ore. This material was drilled and blasted.

Two $1\frac{1}{4}$ Lima shovels, five $3\frac{1}{2}$ ton trucks and three $1\frac{1}{2}$ ton trucks working two five hour shifts per day excavated and hauled about 203,500 Cu. Yds. in 2820 shovel operating hours, an average of 72 Cu. Yds. per shovel hour. About 14,000 cu. yds. of this material was side casted with the shovels and the trucks were not required.

About 15,200 Cu. Yds were excavated with two bulldozers and one McMillan scraper powered with two 60 H.P. gas cats.

76,555 pounds of explosives were used to blast 103,300 Cu.Yds. of rock -an average of 0.74 pounds per cu. yds. The cost of drilling and blasting was $0.233 per cu. yd. The low cost of explosives is due to a 15% discount allowed by giant powder company to compensate in part for the misfire of 13,500 pounds of explosives in three coyote holes in 18000 cu. yds. of solid at station 398-403. The shovel dug into some of this powder which exploded and injured three men.

This job was bid low [illegible] the contractor used good management to keep loss so low. The contractors records show a profit of $14,000 as he did not charge equipment rental, but did charge the purchase of some new equipment and all repairs.

E. H. Clymer.

Warm Springs Highway Deschutes River-Agency Plains Section
Grading Contract #1664 Prefix 16 PD

J. A. LYONS - CONTRACTORS

Cost Data on Timken Detachable Bits & Drill Steel

				Cost	Cu.Yds. of Solid Driller	Unit Cost
New Bits	2405	at	$.32	$769.72	103,300	$0.00745
Bits Reground	4584	"	.08	366.72		0.00355
Cartage on Bits				7.47		0.00007
New Drill Steel				121.10		0.00117
Labor on Drill Steel				126.25		0.00122
Total				1,391.26		$0.01347

Cost Data on Wire Rope on Two 1 Yd. Lima Shovels

Working Time 2820 Hours 203,000 Yds. Moved

Wire Rope	$961.16
Tiller Rope	30.87
Trip Rope	3.73
Total Cost	$995.76

Cost per Hour Operating Time	$0.353
Cost per Yard of Excavation	0.00489

197B

#1664

July 16, 1935

American Surety Company of New York,
W. A. King, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1664 for the construction of the Deschutes River-Agency Plains Section of the Warm Springs Highway in Jefferson County has been completed by the contractor, J. A. Lyons, and that final settlement will be made by the State with said contractor for work done under said contract on or after July 26th, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $86,196.34 including the final payment. Of this amount $196.58 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

4-2-1 14784 12M 4-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

#1525

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

mas 197-a
7L4 2-a

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 29, 1934

Mr. H. B. Glaisyer
Office

Dear Sir:

We wish to advise that Mr. C. J. Montag has completed all work on Contract No. 1525, Deschutes River and Shitike Creek Bridges. This work was completed on June 13, 1934.

Will you please secure permission for us to pay the final estimate on this job.

Very truly yours

C. B. McCullough
Bridge Engineer

By WAReeves
W. A. Reeves
Office Engineer

R LD

Jeffersonls
NRS 197 a
FLH 2-a

#1524

June 18, 1935

United States Fidelity & Guaranty Company,
1112 Bedell Building,
Portland, Oregon.

Attention: John O. Cook
Supt. of Claims.

Gentlemen:

Reference is made to your letter of April 10th requesting that further payments to the Interstate Construction Company in connection with their contract No. 1524 - Agency-Deschutes River Section in Jefferson County, be held until you had advised.

You are advised that we will soon be ready to make final settlement with the above firm for all work performed in connection with this contract. The amount of the final payment will be $1,968.58.

Will you kindly advise if it is now agreeable with you to make the above payment direct to the contractors?

For your information we wish to advise that the total amount paid in connection with this contract will be $44,692.50, including the final payment. Of this amount $477.71 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

Form 336—5M—2-34

NRS 197-B

[illegible]EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 15, 1935

Section Deschutes River-Agency Plains

Kind of work Grading

Highway Warm Springs

Section prefix 16 PD

Contractor J.A.Lyons

Contract number 1[illegible]64

Date of contract October 16, 1934

Date of completion May 31, 1935

Date work started October 2[illegible], 193[illegible]

Estimated date of completion May 31, 1935

Amount of contract $87,913.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $86,274.54

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $4570.00, 5.3 %

Date project was completed [illegible], 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project complete. Final records except profile turned in to Division Engineer, K.D.Lytle, June 13th. Balance of week spent setting permanent line markers and permanent bench marks. This work is now complete and profile is being completed and will be sent in on Monday next. This will be the final report on this project.

[illegible] JUN 1[illegible] 1935

Signed

Address [illegible], Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	NTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.89				
Miles partially completed					
Miles completed	4.89				
Total estimated quantities					
Estimated quantities moved or placed to date	218,718.4 259				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Rain		
Friday	Fair		
Saturday	Fair		

FORM 5-C-1 10010 1-M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

[illegible]
197B

May 23, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention Mr. H. G. Smith

NOTED
State Highway Engineer

Attached is an Order for Extra Work on the Deschutes River-Agency Plains Section of the Warm Springs Highway.

This order covers the blading of a connection from the south end of Lyon's contract to the east and west county road which we are maintaining as a secondary highway.

As we have abandoned the Mecca Grade as the secondary route it is imperative that we build this connection to the Vanora Grade which Lyon's is just completing.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
encl.

Const.
Con & agree
Jefferson Co.
197B

March 13, 1935

Mr. J. A. Lyons,
3305 N. E. Halsey Street,
Portland, Oregon

Dear Sir:

Attached hereto for your records and files is an executed copy of the agreement between yourself and the State Highway Commission disposing of your claim arising out of your contract for the construction of the Deschutes River-Agency Plains Section of the Warm Springs Highway in Jefferson County, contract #1664.

Very truly yours,

HBG:OG

Secretary

encl.

March 13, 1935

Mr. S. H. Probert
Office

Dear Sir:

Attached hereto is a copy of the agreement between J. A. Lyons and the State Highway Commission, disposing of Lyons' claim against the Commission arising out of his contract for the construction of the Deschutes River-Agency Plains Section of the Warm Springs Highway in Jefferson County.

A copy of this has been sent to Mr. Lyons and I have the original in my office for the Commission's files.

Very truly yours,

Secretary

ABG:OG

Encl.

March 13, 1935

Mr. E. D. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

Attached hereto is a copy of the agreement between J. A. Lyons and the State Highway Commission, disposing of Lyon's claim against the Commission arising out of his contract for the construction of the Deschutes River-Agency Plains Section of the Warm Springs Highway in Jefferson County.

This copy is for your records and files.

Very truly yours,

Secretary

EBC:OC

encl.

March 13, 1935

Mr. H. G. Smith
Office.

Dear Sir:

Attached hereto is a copy of the agreement between J. A. Lyons and the State Highway Commission, disposing of Lyon's claim against the Commission arising out of his contract for the construction of the Deschutes River-Agency Plains section of the Warm Springs highway in Jefferson County.

This copy is for your records and files.

Very truly yours,

Secretary

HBG:OG
encl.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRS 197-B (1935)

March 13, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~[illegible]~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

A4pr 24103

Form P. R. 2

State Oregon

U.S.Pub. Works Hwy. Project No. NRS-197, Section B
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of January, 1935

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.) approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.)

Whereas the Highway Department of said State submitted on the 31st day of July, 1933, a project statement, which was approved by the Secretary on the 22nd day of September, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 24th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ninety-six thousand, seven hundred four and 30/100 dollars ($96,704.30) as the share of the United States payable under said act on account of Section B of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 365+00 in the SW¼ of Section 4, T 10 S, R 13 E, W.M. and survey station 622+25 in NW¼ of Section 31, T 9 S, R 13 E, W.M., and the south end of Section A of said project

, length 4.[illegible] miles, in Jefferson County, being Section B of Oregon U.S.Pub. Works Hwy. project No. NRS-197/ (1935), consisting of 4.[illegible] miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of miles in length~~ known locally as the Deschutes River-Agency Plains section of the Warm Springs Highway between official control points F.A.Road near Madras and F.A.Road near Bear Springs.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 1 of said project shall not in any event exceed the sum of ninety-six thousand, seven hundred four and 30/100 dollars ($96,704.30), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~)~~ the approved total estimated cost of Section 1 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed ~~the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 1st day of March, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By C A Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting *Chief, Bureau of Public Roads*

8 5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. NRS-197-B (1935), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $96,704.30 as the total estimated cost of said project, and the sum of $ 96,704.30 as the share of the United States, payable under said acts on account of such project, which [redacted] is [redacted] said total estimated cost.

Done at the city of Washington, this 14 day of March one thousand nine hundred and thirty-five

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4629

February 28, 1935

Mr. H. G. Smith
Office

Dear Sir:

Please advise if you have completed your signed agreement with J. A. Lyons for the additional with on the Warm Springs Highway, Deschutes River-Agency Plains Section, contract No. 1664. This is imperative and should have received your immediate attention.

Very truly yours,

State Highway Engineer

RHB:HI

COST ANALYSIS TO FEBRUARY 10, 1935

Warm Springs Highway, Deschutes River Agency Plains Section, Grading, Contract 1664, Prefix 16 PD

J. A. Lyons, Contractor
Forest Cooper, Resident Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$ 384.87	100%			$ 500.00
Trench Excavation	88.00	110 cu. yds.	0.80	1.50	165.00
Excavation, Single Class.	32,700.56	102,489 " "	0.32	0.33	33,821.37
Overhaul	1,764.00	88,200 yd. sta.	0.02	0.02	1,764.00
Truck Haul	4,984.00	17,800 yd. mi.	0.28	0.15	2,670.00
18" Concrete Pipe	1,345.50	585 lin. ft.	2.30	2.20	1,287.00
18" Corrugated Iron Pipe	659.10	338 " "	1.95	1.60	540.80
18" Concrete Pipe Extra Str.	70.20	27 " "	2.60	3.00	81.00
					$40,829.17
Cookhouse and Lodging	1,833.28				1,111.10
Commissary	21.25				26.06
	$43,850.76				$41,966.33

Total Cost	$43,850.76
Gross Revenue	41,996.33
Net Loss	$ 1,854.43

Net Loss Equals 4.4 % of Gross Revenue

Note:

The cost of drilling and shooting material which has not been moved (approximately 18,000 cubic yards), amounting to $4,500.00, has not been included in cost shown above. This cost will be included after material has been moved and the quantity is included in the monthly estimate.

COST ANALYSIS TO FEBRUARY 10, 1935.

Warm Springs Highway, Deschutes River Agency Plains Section, Grading, Contract 1664, Prefix 16 PD

Labor				
Labor			$14,152.94	
Supervision (Superintendent and Bookkeeper)			1,340.00	
Supervision (J. A. Lyons 2 months at $250.00)			500.00	
State Industrial Accident Commission			519.54	
				$16,512.48
Material				
18" Concrete Pipe	585 lin. ft. at	$1.80½	1,055.93	
18" " " extra strength	27 " " "	2.09	56.43	
18" Corrugated Iron Pipe	338 " " "	1.35	456.30	
18" " " " Bands	13	2.02	26.26	
				1,594.92
Equipment Rental, Supplies and Miscellaneous				
Equipment Rental			11,825.00	
Gas, Oil and Grease			5,761.25	
Explosives (65%)			3,278.60	
Cartage Moving In			1,337.65	
Drill Steel, Bits, Pipe and Miscellaneous Supplies (65%)			785.97	
Lumber and Supplies for Camp (47%)			558.50	
Cook House Supplies			984.77	
Commissary Supplies			21.25	
Office Supplies			84.99	
Shop Expense			228.74	
General Supervisory Expense			380.44	
Bond, 1% of Gross Revenue			408.29	
Code Authority			87.91	
				25,743.26
			Cost Gross Total	$43,850.76

Note:

Only 65 per cent of the material drilled and shot has been moved and included in estimate. Therefore, only 65 per cent of the cost of drilling and shooting is included in this report. The job is 47 per cent complete; therefore, only 47 per cent of cost of camp construction is included in this report.

COST ANALYSIS TO FEBRUARY 10, 1935.

Warm Springs Highway, Deschutes River Agency Plains Section, Grading Contract 1664,

Prefix 16 PD.

Remarks:

This job was started October 22, 1934, and to February 10 was about 47 per cent complete. Fall and winter rains and snow have slowed progress to some extent, but contractor has been making good progress.

About 102,500 cubic yards of material has been excavated to date, of which about 33,000 was solid rock and was drilled and shot.

Approximately 51,000 cubic yards of solid rock has been drilled and shot to date for a cost of $12,708.00, or an average cost of about 0.25 per cubic yard. A total of 38,250 pounds of explosives has been used or an average of about 0.75 pounds per cubic yard.

The excavation has been accomplished with two one-cubic yard Lima gas shovels, eight trucks, two 60-gas Cats equipped with bulldosers, working two 5-hour shifts per day. Approximately 91,000 cubic yards were moved with the shovels in 1360 shovel hours, an average of 67 cubic yards per hour. Approximately 11,500 cubic yards were moved with the two Cats and Dosers.

The job was bid too low and the loss will increase as job progresses. The excavation to date has been on the northwest end of the job, where material runs a high percentage of common, whereas the southeast end of the job is mostly solid rock. To date approximately 68 per cent of the excavation has been common and 32 per cent solid. As the work progresses, the percentage of solid will increase, which will increase cost.

E. H. Clymer.

BALDOC

FORM 5-A-1 16616 15M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

191B

February 26, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Forrest Cooper,
Resident Engineer,
Madras, Ore.

Dear Sir:

Herewith agreement pertaining to the increase in roadbed width on the Deschutes River-Agency Plains Section.

Mr. Lytle will call Wednesday morning to secure Lyon's signature to this agreement. It is necessary to have agreement signed by Lyons and returned in time for Commission meeting on February 28th. In case Lyons is in Portland, Mr. Lytle will arrange to take agreement there for his signature.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTE:- If this agreement is returned by mail, send it Special Delivery to the Oregon State Highway Commission, 3rd Floor, Public Auditorium, Public Service Building, Portland, Ore.

HGS/H

CC to
R. H. Baldock ✓
K. D. Lytle

NOTED
State Highway Engineer

[illegible] Baldock

Cost Analysis to Jan 10 Jan 21,1935

197B

Warm Springs Highway,Deschutes River Agency Plains Section,Grading, Contract 1664,Profix 16 PD.

J.A.Lyons,Contractor
Forrest Cooper,Resident Engineer

[illegible] State Highway Engineer

	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	364.50	100 %		-	-	500.00
Trench Excavation	88.00	110	Cu YD	0.80	1.50	165.00
Excavation Single Class	22640.50	73200	Cu Yd	0.31	0.33	24156.00
Over Haul	1582.00	79100	Yd Sta	0.02	0.02	1582.00
Truck Haul	2380.00	11900	Yd Mi	0.20	0.15	1785.00
18" Concrete Pipe	1345.50	585	Lin Ft	2.30	2.20	1287.00
18" Corr Iron Pipe	542.10	278	" "	1.95	1.60	444.80
18" Concrete Pipe Extra Str	70.20	27	" "	2.60	3.00	81.00
	29012.80					30000.80

Gross Revenue	$30000.80
Total Cost	29012.80
Net Profit	988.00

Net Profit Equals 3.4 % of cost.

Note:
Cost of drilling and shooting material which has not been moved amounting to about $5000.00 has not been included.This cost will be included after material has been moved and the quantity included in the monthly estimate.

[illegible]

Analysis to Jan 19 Jan 21,1935

Warm Springs Highway,Deschutes River Agency Plains Section,Grading,
Contract 1334,Profile 11 PD.

Details of Cost

Labor			
Labor			$9660.40
Supervision (Superintendent and Timekeeper)			608.00
" (Frank Lyons [illegible] months at $[illegible].00)			600.00
State Industrial Accident Insurance			523.43
			11391.83
Material			
18" Concrete Pipe	585 Lin Ft	@ 1.90	1111.50
18" " " Extra Str	27 " "	@ 2.20	59.40
18" Corr Iron Pipe	278 " "	@ 1.50	417.00
18" " " " Bends	14	@ 2.08	29.12
			1617.02
Equipment Rental,Supplies and Misc			
Equipment Rental			7855.50
Gas,Oil and Grease			4055.20
Explosives(used on Material that has been excavated)			1495.25
Drill Steel,Bits,Pipe and Misc(Part Chargeable)			350.00
Office Supplies,Telephone and Misc			260.00
Lumber and Supplies for Camp Construction (50%)			445.80
Freight and Cartage moving in and out (50%)			950.20
Bond 1% of Gross Revenue			500.00
Liability Insurance			300.00
Code Authority			90.00
			16003.95

Gross Total Chargeable at this time

$29012.80

[illegible] Clymer

Cost Analysis to Jan 10 Jan 11,1935

Warm Springs Highway,Deschutes River Agency Plains Section,Grading, Contract 1[illegible]4,Profile 16 PD.

Remarks:

This Job was started Oct [illegible] and on Jan 10 was about 34% complete. Cold wind,fall and winter rains slowed progress to some extent but contractor has been making good progress.

The contractor started excavation on the north west end of the job where the most of the common excavation was located and where excavation single classification would cost the least per cubic yard. Approximately 70,000 cu yds have been excavated between sta 3[illegible] and sta [illegible] of which about 70% was common and 30% was solid. As the work progresses to the southeast the percentage of solid will increase and the percentage of common will decrease which will increase the cost of excavation single classification. About 77500 cu yds between sta [illegible] and 404 will be about 50% common and 50% solid. About 4[illegible]500 cu yds between sta 404 and sta 5[illegible]4(S.E. End of job) will be about 100% solid.

The excavation has been done with two 1 cu yd gas shovels, 7 trucks, two [illegible] Cats equipped with bull Dozers,working two five hour shifts per day. Approximately 61000 cu yds were moved with the shovels and trucks in [illegible] Shovel hours an average of about 69 cu yds per shovel hour. About 9000 cu yds were moved with the cats and dozers.

The solid includes Lime Stone,Lava Formation,Large Boulders, Hard Pan, and a Hard Blue Basalt. The drilling and powder crews with two air compressors [illegible] about 15[illegible] cu yds drilled and shot [illegible]. About [illegible] pound of [illegible] powder is used per cu yd.

The job was bid too low [illegible] small profit at present [illegible] will increase materially as job progresses and a greater percentage of solid [illegible] is encountered. Estimate that the contractor will lose about [illegible] which will be [illegible]

December 24, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Deschutes River-Agency Plains Section, U. S. P. W. Project No. NRS 197-B (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. (1935) NRS 197-B

DESCHUTES RIVER-AGENCY PLAINS SECTION
OF THE WARM SPRINGS HIGHWAY IN
JEFFERSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, December 19, 1934

All Required		Clearing and Grubbing		$ 500.00
200	cu. yds.	Trench Excavation	$ 1.50	300.00
225,000	cu. yds.	Excavation, Single Classification	0.33	74,250.00
300,000	yd. sta.	Overhaul	0.02	6,000.00
24,000	yd. mi.	Truck Haul	0.15	3,600.00
4.89	miles	Finishing Roadbed and Slopes	200.00	978.00
600	lin. ft.	18" Concrete Pipe	2.20	1,320.00
400	lin. ft.	18" Corrugated Iron Pipe	1.60	640.00
130	lin. ft.	24" Corrugated Iron Pipe	2.50	325.00
			Sub-total	$ 87,913.00
			10% Engr. & Cont.	8,791.30
			Total	$ 96,704.30

Length 4.888 miles

Cost per mile $ 19,784.02

National Recovery Secondary Funds Requested.................... $ 96,704.30

State Funds For Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap 248, laws 1931.
State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931.

FORM S-C-1 12928 1500 1-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

December 6, 1934

197F

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

I am submitting for your approval Price Agreement No. 1, Contract 1664, covering the installation of 27 feet of 18" extra strength concrete culvert pipe.

Due to an oversite no culvert was shown on the plans at this point. The contractors bid price for standard strength concrete pipe is $2.20 per lineal feet. The extra strength pipe costs the contractor 50 cents more per foot. Due to the difficult installation at this particular place the contractor has asked for a price of $3.00 for this pipe, which is not out of reason. The pipe is to be an extension of one already through the big railroad fill that we use in our construction.

Very truly yours,

K. D. Lytle,
Division Engineer

kdl/e
encl.

NOTED
State Highway Engineer

November 7, 1934

1978

Mr. J. A. Lyons,
3305 N. E. Halsey Street
Portland, Oregon

Dear Sir:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1664 which was awarded to you on October 16, 1934 for grading work on the Deschutes River-Agency Plains Section of the Warm Springs Highway in Jefferson County.

This copy is sent to you for your records and files.

Yours very truly,
STATE HIGHWAY COMMISSION

By

MC

Secretary

FORM S-C-1 12822 1300 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

November 2, 1934

197B

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

Attached is a price agreement on the Deschutes River-Agency Plains Section, Contract No. 1664, covering the change in alignment made necessary by spiraling the curves.

There are several classes of material encountered on the grade and we thought it best to secure this agreement in order that the contractor could not claim additional compensation by having encountered harder materials to move by reason of the line change.

Very truly yours,

K. D. Lytle,
Division Engineer

By:
W. O. Widdows

wow/e
encl.

State Highway Engineer

October 17, 1934

197B

Mr. J. A. Lyons
3305 N. E. Halsey Street
Portland, Oregon

Dear Sir:

For use in connection with the Deschutes River-Agency Plains grading project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, O'Kane Building, Bend, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. K. D. Lytle
Mr. Forrest Cooper

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 16, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Public Works highway project NRS 197-B (1935), Deschutes River-Agency Plains section of the Warm Springs Highway, to J. A. Lyons, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._________

POST OFFICE BUILDING
PORTLAND, OREGON

September 24, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon U.S. Public Works highway project NRS 197-B (1935), the Deschutes River-Agency Plains section of the Warm Springs Highway, have today been recommended for approval. This is your authority for advertising.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Jm

8743 15M 8-34

ISSIONERS
SCOTT, CHAIRMAN, PORTLAND
'ASHBURNE, EUGENE
ICH, PENDLETON

ISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 21, 1934

IN REPLY PLEASE
REFER TO FILE NO.

19712

Jefferson County Court,
Madras, Ore.

Attention - Judge King

Gentlemen:

The Deschutes River-Agency Plains Section of the Warm Springs Highway in Jefferson County is scheduled for the October 11th letting. Before this project will be advertised, we must be assured that all rights of way matters have been disposed of. Will you therefore please furnish us with certified copies of the deeds, or resolution proceedings, as the case may be, at your earliest convenience, so that there may be no delay in awarding this contract.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H.N.Hackett
H.

CC to
R.H. Baldock ✓
K. D. Lytle

September 6, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Deschutes River-Agency Plains Section of the Warm Springs Highway, Project No. NRS 197-B (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. NRS 197-B (1935)

DESCHUTES RIVER-AGENCY PLAINS SECTION
OF THE WARM SPRINGS HIGHWAY IN
JEFFERSON COUNTY

(Estimate to accompany plans & specifications. Not as basis for project agreement.)

Salem, Oregon, September 6, 1934

All Required		Clearing & Grubbing		$ 500.00
200	cu. yds.	Trench Excavation	$1.00	200.00
225,000	" "	Excavation, Single Classification	.40	90,000.00
300,000	yd. sta.	Overhaul	.02	6,000.00
24,000	yd. mi.	Truck Haul	.15	3,600.00
4.89	miles	Finishing Roadbed & Slopes	200.00	978.00
600	lin. ft.	18" Concrete Pipe	2.00	1,200.00
400	" "	18" Corrugated Iron Pipe	2.00	800.00
130	" "	24" " " "	3.00	390.00
		Sub-total		$103,668.00
		10% Engr. & Cont.		10,366.80
		Total		$114,034.80

Length	4.888 miles
Cost per mile	$23,329.54

NRS Funds Requested	$114,034.80

CONTRACT #1665,

FLFC 4-F Nigger Flat-Stinkingwater 1934
Mtn., Central Oregon Hwy.
Grading

1665

Sept. 12, 1935.

COST ANALYSIS FINAL REPORT

CENTRAL OREGON HIGHWAY, NIGGER FLAT - STINKING WATER SECTION
GRADING CONTRACT 1665, PREFIX 13-1004 (13PN)

Morrison-Knudsen, Contractors
Earl Bickmore, Resident Engineer

	COST	QUANTITY	UNIT COST	UNIT BID	GROSS REVENUE
Clearing & Grubbing	772.50	100%			1500.00
Trench Excavation	539.34	317.8 C.Y.	1.696	2.00	635.60
Common Excavation	521.20	2334.2 C.Y.	0.223	0.40	933.68
Solid Rock "	91272.12	168284.6 C.Y.	0.542	0.74	124530.60
Overhaul	6985.92	274602.5YdSta	0.025	0.02	5492.05
Truck Haul	10676.57	34563.4 YdMi	0.309	0.20	6912.68
Finishing Roadbed & Slopes	10358.36	3.43 Miles	3019.93	500.00	1715.00
18" Concrete Pipe	595.71	291 Lin Ft	2.05	2.30	669.30
24" " "	606.42	186 Lin Ft.	3.26	3.50	651.00
36"Extra Strength Corr. Iron Pipe	1760.78	228 Lin Ft	7.72	8.00	1824.00
Selected Roadbed Topping	1287.80	3868 C.Y.	0.333	0.35	1353.80
Hauling " " "	1587.80	19593.33YdMi	0.081	0.16	3134.93
Mess House & Lodging(	6232.23				7290.18
Commissary	934.00				1139.20
	134130.73				157782.02

Gross Revenue	157782.02
Total Cost	134130.73
Net Profit	23651.29

Net Profit Equals 17.6% of Cost

CENTRAL OREGON [illegible], NIGGER FLAT-STINKING WAT[illegible] SECTION
GRADING CONTRACT 1665, PREFIX 13-1004 (13PN)

Details of Cost

Labor			
Labor		35908.22	
Cook House and Camp Labor		1941.78	
Supervision (Supt. & Bkpr.)		5307.94	
State Ind. Acc. Insurance		1486.33	44644.27
Material			
18" Concrete Pipe	291 lin ft at 1.50	436.50	
24" Concrete Pipe	186 " " " 2.25	418.50	
36" Corr. Iron Pipe Extra Strength	228Lin ft. at 5.94	1354.32	
36" " " " Bands	9 at 4.61	41.49	2250.81
Equipment Rental, Supplies, and Misc.			
Equipment Rental		33807.75	
Gas, Oil, and Grease		14175.00	
Explosives		15517.01	
Drilling Steel, Shop Supplies and Misc.		2630.74	
Drill Bits (3758 at $0.32)		1202.56	
Small Tools, Supplies, and Misc.		2887.88	
Office Supplies, & General Overhead Expense		347.93	
Moving Equipment In and Out		2205.29	
Bond 1% of Gross Revenue		1493.53	
Interest on Money		1626.91	
Liability Insurance		171.09	
Mess House Supplies		3515.10	
Commissary "		934.00	
Boise General Office Expense 4½% of Revenue		6720.86	87235.65
Cost Grand Total			134130.73

CENTRAL OREGON HIGHWAY, NIGGER FLAT-STINKING WATER MOUNTAIN SECTION
GRADING CONTRACT 1665, PREFIX 13-1004 (13PN)

Remarks:

This job was started Oct. 22, 1934, and was completed July 8th, 1935. Cold weather, snow, and mud during winter and spring slowed progress and caused some delay, but the contractor made good progress.

Morrison*Knudsen Company had a grading contract last year which ties onto the east end of this job. The same camp, practically the same trained crew and part of the equipment used on that job were used on this job, which saved cost and increased production.

The job consisted chiefly of solid rock excavation. The rock ranged from a honey comb lava to a hard blue basalt. 109450 pounds of explosives were used to blast 168285 cubic yards of rock, an average of 0.65 pounds per cubic yard. The cost of drilling and blasting was about $0.211 per cubic yard. About 40% of the rock broke in large pieces from about one to five cubic yards in size, but the contractor had large equipment and was able to move about 98% of the rock without plugging and reshooting.

A new two yard semi-diesel shovel and six 10 ton White trucks working two 40 hour shifts per week made excellent progress. 170619 cubic yards, of which about 98½% was solid rock, was excavated in 2082 hours shovel operating time, an average of 82 cubic yards per hour.

The cost of finishing roadbed and slopes is high due to the large amount of hand labor required to smooth up the jagged rocks.

The topping was subbed to Kelly Bros. who dug the material from a pit located about 3½ miles from the job. A 3/8 yard shovel was used for loading, and six 1½ ton rucks were used for hauling.

E.H.Clymer

Form 338—5M—2-34

[illegible]ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

42

Section Wagon Flat [illegible]

For Week Ending August 24, 1935

Kind of work Grading

Highway [illegible]

Section prefix [illegible]

Contractor Morrison Knudsen

Contract number 16[illegible]

Date of contract Oct 18, 1934

Date of completion [illegible], 1935

Date work started Oct [illegible], 1934

Estimated date of completion Completed, 1935

Amount of contract $[illegible]

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $........

Per cent of contract completed, based on total contract price ....%

Engineering costs to date, $2000, ...%

Date project was completed July 5, 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible]

Signed ....

Address ....

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1665

H E

July 30, 1935

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1665 for the construction of the Nigger Flat-Stinkingwater Mountain Section of the Central Oregon Highway in Harney County has been completed by the contractors, Morrison-Knudsen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 9th, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $149,427.28 including the final payment. Of this amount $93.05 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

No. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 27, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FLH 4-E (1935) Nigger Flat-Stinkingwater Mountain Section, Central Oregon Highway, Harney County, was made by a representative of this office on July 24, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

FORM 5-M-1 30039 500 3-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

J. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

111 4-6

July 12, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I am enclosing herewith semi-final estimate on Nigger Flat-Stinkingwater Mountain Section, Central Oregon Highway in Harney County. All the work on this section was satisfactorily completed by the Morrison-Knudsen Company on July 8, 1935.

Total cost of the work as shown by this semi-final estimate is $155,452.54 compared to the project authorization of $162,580.00. There is, however, additional force account work in the amount of approximately $100 to be submitted. Although the total cost of the work shows an underrun of the project authorization of approximately $7000, this underrun is considerably less than the amount anticipated up to the time final measurements were made. When the final measurements were completed for the project, it was found that overbreak was heavier than contemplated. This overbreak, however does not appear to have been caused by any negligence in blasting by the contractor, as he used caution. The rock broke very blocky and very irregularly along the slope line, so that when all the loose rock was cleaned out along the slope a considerable amount of overbreak occurred at each cut.

I will submit to you force account bills covering the construction of the connecting road on the west end of the project as soon as they are returned by the contractor, to whom they were mailed for signature.

500 3-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. G. Smith
Subject: Semi-Final Estimate
Nigger Flat-StinkingWater Mtn. Sec.
Central Ore. Highway, Harney County

Page #2
7-12-35

I am submitting the semi-final estimate in advance of the force account bills in order that payment may be made of the semi-final estimate in lieu of the regular monthly estimate.

Mr. Bickmore did not submit with this monthly estimate an explanation as to variations in the quantities of contract items. I have requested that he do this immediately and as soon as the same is received, it will be forwarded to you.

Very truly yours,

W. C. Williams
Division Engineer

WCW:M
enc.
cc R. H. Baldock

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FLH No. 4-E (1935)

POST OFFICE BUILDING
PORTLAND, OREGON

June 10, 1935.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~[illegible]~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Tom

[illegible] 25292

Form P. R. 2

State Oregon

Project No. FLH-4, Section B.
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 8

PROJECT AGREEMENT

Memorandum of Agreement made this 11th day of April, 1935

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; including particularly the amendatory act of June 24, 1930 (46 Stat. 805) and the acts approved June 16, 1933 (Public No. 67, 73rd Cong.) and June 19, 1934 (Pub. No. 412, 73rd Cong.)

Whereas the Highway Department of said State submitted on the 22nd day of October, 1932, a project statement, which was approved by the Secretary on the 9th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 24th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred forty-four thousand, eight hundred ninety-four and 51/100 dollars ($144,894.51) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State an amount sufficient to cover the cost of construction not otherwise provided from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources - Funds to the extent of $144,894.51 will be made available from the appropriation made by the act of June 16, 1933 (Public No. 67, 73rd Congress), and June 19, 1934 (Public No. 412, 73rd Cong.).
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 92+85 in the NE¼ of Sec. 7, T 22 S, R 34 E, and survey station 273+80 in the NE¼ of Sec. 34, T 21 S, R 34 E, W.M. at the west end of FLH-4-D

, length 3.427 miles, in Harney County, being Section E of Oregon project No. FLH-4, consisting of 3.427 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible] known locally as the Nigger Flat-Stinkingwater Mountain Section of the Central Oregon Highway between official control points Burns and Vale.

8-5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934 will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of one hundred forty-four thousand, eight hundred ninety-four and 51/100 dollars ($144,894.51), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred sixty-two thousand, five hundred eighty and no/100 dollars ($162,580.00), the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27th day of May, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting *Chief, Bureau of Public Roads*

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. FLH-4-E. (1935) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 162,580.00 as the total estimated cost of said project, and the sum of $ 144,894.51 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 27th day of May one thousand nine hundred and thirty-five

Secretary of Agriculture,

By ____________________
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934

FORM 9-A-1 10010 15M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

~~Corr.~~
~~Cons. & Agree.~~
~~Sub contracts~~

FL 4-2

May 20, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

The sub-contract between Morrison-Knudsen and C.K. Pierson covering construction of selected roadbed toppings on the Nigger Flat-Stinkingwater Mt. Section, meets the approval of this office, except that the sub-contract is not definitely made a part of the original contract as to performance of the work according to the plans and specifications and as to labor provisions.

Please advise the parties concerned that the work must conform in all respects to the general specifications and that the sub-contract must conform to all labor provisions.

The above is essential to all sub-contracts and should be so stated therein.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Lo
H.

CC to
R. H. Baldock

FORM S-M-1 83089 500. 2-28

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

Const
Cont & Agree
Sub Contract

3LFC
4-E

May 20, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I am enclosing herewith copy of a subcontract entered into between Morrison-Knudsen Company and Kelly Brothers & C. K. Pierson covering the construction of selected roadbed topping on the Nigger Flat-Stinkingwater Mountain Section of the Central Oregon Highway.

Subject to confirmation by you, my approval is given to this subcontract.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

R H BALDOCK

Federal

ALFC 4-E

Cost Analysis to April 10   April 28,1935

Central Oregon Highway,Nigger Flat Stinking Water Mt Section,Grading,
Contract 1665,Prefix 13 PN

Morrison-Knudsen Co,Contractors
Earl Bickmore,Resident Engineer

	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	573.06	90%		–	–	1350.00
Trench Excavation	490.03	236	Cu Yd	2.07	2.00	472.00
Solid Rock Excavation	70026.25	121532	Cu Yds	0.576	0.74	89933.68
Over Haul	7417.50	247250	Yd Sta	0.03	0.02	4945.00
Truck Haul	3510.00	13500	Yd Mi	0.26	0.20	2700.00
18" Concrete Pipe	241.24	117	Lin Ft	2.06	2.30	269.10
24" " "	576.21	174	Lin Ft	3.31	3.50	609.00
36" Corr Iron Pipe xstr	1747.14	228	Lin Ft	7.66	8.00	1824.00
Cook House and Lodging	3932.64					4432.00
Commissary	672.47					820.26
Total	89186.54					107355.04

Gross Revenue	$107355.04
Total Cost	89186.54
Net Profit	18168.50

Net Profit Equals 20.4 % of Cost

Note:
The above cost does not include the cost of drilling and blasting 18000 cubic yards which has not been moved amounting to $5148.00.This cost will be included after material is moved and the quantity included in the estimate.

E.H.Clymer

Cost Analysis to April 10 April 28,1935

Contract 1665,Prefix 13 PN

Details of Cost

Labor			
Labor		22036.94	
Cookhouse and Camp Labor		1849.74	
Supervision (Superintendent and Bookkeeper)		2366.01	
State Industrial Accident Insurance		870.10	
			27122.79
Material			
18" Concrete Pipe	117 LF @ 1.50	175.50	
24" " "	174 LF @ 2.25	391.50	
36" Corr Iron Pipe Xstr	228 LF @ 5.94	1354.32	
36" " " " Bands	9 @ 4.61	41.49	
			1962.81
Equipment Rental, Supplies and Misc			
Equipment Rental		22234.50	
Gas, Oil and Grease		9796.75	
Explosives		12992.20	
Small Tools, Drill Steel, Bits and Misc		4007.40	
Office Supplies and General Overhead Expense		288.53	
Moving Equipment In and Out		1451.19	
Bond 1% of Gross Revenue		1021.02	
Interest on Money		728.60	
Liability Insurance		175.00	
Mess House Supplies		2138.65	
Commissary Supplies		672.47	
Boise General Office Expense 4½% of Revenue		4594.63	
			60100.94

Cost Grand Total $89186.54

E. H. Clymer

Cost Analysis to April 10th   April 28,1935

Contract 1665,Prefix 13 PN

Remarks:

This Job was started Oct 22,1934 and to April 10 was about 72 % complete. Winter weather, snow and mud slowed progress and increased cost to some extent but the contractor has made good progress.

Morrison-Knudsen Co had the grading contract adjacent to the East end of this job last year. The same camp, practically the same trained crew and part of the equipment used on that job are on this job which saved cost.

The job consists chiefly of solid rock excavation. The rock ranges from a honey comb decomposed lava to a hard blue basalt. 105900 pounds of explosives have been used to shoot about 139500 cubic yards of rock or an average of 0.76 pounds per cubic yard. The rock shoots large but the contractor has big equipment and can handle about 98% without plugging and reshooting. The cost of drilling and blasting is about $0.286 per cubic yard.

A new 2 yard semi diesel shovel and six ten ton White trucks, working two forty hour shifts per week are making good progress. 121532 cubic yards have been moved in 1455 shovel operating hours an average of 84 cubic yards per hour.

The job was started on the East end where cuts and fills were large and where best progress could be made. About 1½ miles on the West end is shallow cuts and small fills in solid rock which will be expensive and will decrease profit.

Overbreak will increase present quantities when remeasured which will increase the profit.

E. H. Clymer

FORM S-A-1 16819 15M 8-34
COMMISSIONERS —
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

April 2, 1935.

IN REPLY PLEASE REFER TO FILE NO. 4E

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

RE:-Nigger Flat-Stinkingwater Mtn. Sec.

Dear Sir:

In accordance with your request I am returning blue prints of the plan and profile on which you sketched the grade revisions made necessary by increased swell.

Some discussion was had with Mr. Shumaker at the recent Commission meeting in Portland, but owing to lack of time the matter was not gone into very thoroughly. It is my impression however, that they were dissatisfied with the way construction work had been handled and that it required unnecessary movements of the shovel, and that they had written a letter to call it to our attention. It is not clear to me whether they would make any further claim in the matter or not.

Assuming that the overbreak and swell had occurred in the cuts as shown (which by the way Mr. Shumaker insists is incorrect) it seems to me that poor judgement has been shown in disposing of the surplus material, particularly since it is a very small job and the resident engineer was not rushed with other work. The first duty of the resident engineer is to watch his material and effect any savings which he can by keeping his line balanced. It appears to me that the place to have done this was at Station 190 instead of 155 to 185, where very little has been accomplished other than to make more fill to haul the material.

Please discuss this with your resident engineers so that they will notify you in ample time before radical departures are made from the haul diagram.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R.H. Baldock

H. G. Smith,
Construction Engineer.

FORM 8-H-1 10788 500 1-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 25, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

With reference to your telephone call of this date pertaining to claim of the Morrison-Knudson Company for up hill haul not contemplated in their bid on the Nigger Flat-Stinkingwater Mountain Section, Central Oregon Highway in Harney County:

I am submitting herewith plan profile on which I have noted the change in haul approximately. You will understand, of course, that these haul points are not exact, but they do quite accurately indicate the general trend of hauling on this contract.

If you will start checking from the east end of the project at 273, you will note that the cut from 269 to 273 hauled farther up hill than was contemplated. The result of this was a combination of the more swell than had been anticipated in preparing our plans and considerable overbreak which occurred in the cut. This change of haul immediately resulted in the necessity of hauling other materials up hill and the farther that construction proceeded to the westward, a greater accumulation of excess materials resulted. At the time the large cut between stations 208 and 220 was excavated, there was a surplus of 10,000 yards, approximately, which materials were used to make the embankment between stations 198 and 208. The entire change of haul over this section was caused by the same reason as mentioned in the farthest cut to the east. That is: Excess swell and overbreak.

NOTED
State Highway Engineer

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. G. Smith
Subject: Morrison-Knudson Co. claim for
uphill haul not contemplated.

Page #2

3-25-35

In order to get rid of this accumulation of 10,000 yards of materials, the grade line was raised between stations 152 and 185 approximately as shown on the enclosed plan.

At the present time I can not see any justification for contractors' claim for extra compensation, as the accumulation of excess material was caused to a greater extent from their overbreak than it was from excess swell. If they are to be allowed any extra compensation for the up hill haul, then the overbreak should be paid for on the basis of common excavation. Payment for the overbreak at the price bid for common excavation would amount to considerable, in my estimation, considerably greater than would be the extra cost of haul up hill. It would be my recommendation at this time to advise them that their claim is denied.

Furthermore, wish to point out that the greater part of this up hill haul, which is the 10,000 yards between stations 214 and 216, is on a 1.17 % grade and this is not a difficult grade.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:JA

enc.
cc Mr. R. H. Baldock
P.S. I will appreciate your returning the plan profile submitted herewith when you are through with it, as it is the only one we have in our files.

W.C.W.

March 16, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Bigger Flat-Stinkingwater Mountain Section, Project No. FLH 4-E.

In setting up the FLH Funds for this project, we have included with the programmed amount of $129,457.00, the unallotted balance of $15,437.51, making a total of $144,894.51.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. FLEC 4-E

[illegible] FLAT-STINKINGWATER MOUNTAIN SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 16, 1935

All Required		Clearing and Grubbing		$ 1,500.00
400	cu. yds.	Trench Excavation	$ 2.00	800.00
1,500	cu. yds.	Common Excavation	0.40	600.00
164,000	cu. yds.	Solid Rock Excavation	0.74	121,360.00
335,000	yd. sta.	Overhaul	0.02	6,700.00
28,000	yd. mi.	Truck Haul	0.20	5,600.00
3.43	miles	Finishing Roadbed and Slopes	500.00	1,715.00
400	lin. ft.	18" Concrete Pipe	2.30	920.00
130	lin. ft.	24" Concrete Pipe	3.50	455.00
200	lin. ft.	36" Extra Strength Corr. Iron Pipe	8.00	1,600.00
5,000	cu. yds.	Selected Roadbed Topping	0.35	1,750.00
30,000	yd. mi.	Hauling Roadbed Topping	0.16	4,800.00
			Sub-total	$ 147,800.00
			10% Engr. & Cont.	14,780.00
			Total	$ 162,580.00

Length	3.427 miles
Cost per mile	$ 47,440.91

FLEC Funds Requested -	$ 144,894.51
State Funds Available -	17,685.49
	$ 162,580.00

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint.: Chap. 41, laws 1927

FORM 8-A-1 16819 15M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 30, 1935.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Regarding limits of the Nigger Flat-Stinking Water Mtn. section, Federal Lands Project 13 FLHC 4E.

It is quite apparent from your estimate recently submitted that we probably can finish the Normal contract to Station 92+85, but that we cannot do the remainder of the work which should have extended to 62+90. Mr. Probert will however, advise you officially as soon as he has checked further into the matter.

Until you have received official advice from him you may however consider the end of the project at Station 92+85.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

FORM S-A-1 16919 15M 9-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

IN REPLY PLEASE
REFER TO FILE NO.

Dear Sir:

Re Federal Lands Project 13 FN FLH 4-E, Nigger Flat-Stinkingwater Mtn. Section.

Since Morrison-Knudsen Company are making such rapid progress on the job it may be advisable to notify them before April 1st, concerning the limits of their contract. From an analysis of our F.L.H. fund, it is quite apparent that we cannot finance beyond 92+85, and it is very probably that it must be cut short of that station by $5,000.00. However, to avoid overlapping of F.L.H. project in the records we are desirous of stopping the project at Sta. 92+85 if it can be financed therefore I suggest that Bickmore make some check on the overbreak and other variables and revise the February quarterly summary sheet as accurately as possible.

If the M. K. Company are desirous of drilling ahead of Sta. 153+25 before April 1, 1935, we should be given some time in which to make this decision.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R.H. Baldock

H.G. Smith,
Construction Engineer.

R H BALDOCK ✓

Cost Analysis to Jan 5 Jan 17,1935

Central Oregon Highway,Nigger Flat Stinkingwater Mt Section,Grading,
Contract 1665,Prefix 13 PN.

FLEC-4E

Morrison Knudsen Co.,Contractors
Earl Bickmore,Resident Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earning
Clearing and Grubbing	365.52	90%	-	-	1350.00
Trench Excavation	483.52	236 C.y.	2.05	2.00	472.00
Solid Rock Excavation	35211.26	67950 C.Y.	0.518	0.74	50283.00
Overhaul	2800.00	140000 Y.S.	0.02	0.02	2800.00
Truck Haul	300.00	1500 Y.M.	0.20	0.20	300.00
18" Concrete Pipe	238.00	117 L.F.	2.03	2.30	269.10
24" " "	568.50	174 L.F.	3.27	3.50	609.00
36" Corr Iron Pipe XStr	1724.00	228 L.F.	7.56	8.00	1824.00
Mess House	2474.79				2569.55
Commissary	380.34				428.85
	45745.93				60905.50

Gross Revenue	60905.50
Total Cost	45745.93
Net Profit	15159.57

Net Profit equals 33.1 % of Cost

E.H.Clymer

RECEIVED
JAN [illegible] 1935

Analysis to Jan 5 Jan 17,1935

Central Oregon Highway,Nigger Flat Stinking Water Mt Section,Grading,
Contract 1665,Prefix 13 PN.

Details Of Cost

Labor					
Labor				9906.47	
Cookhouse and Camp Labor				869.87	
Supervision(Supt and Timekeeper)				1717.50	
State Industrial Accident Insurance				347.80	
					12841.64
Material					
18" Concrete Pipe	117 lf	@	$1.50	175.50	
24" " "	174 lf	@	2.25	391.50	
36" Corr Iron Pipe	228 lf	@	5.94	1354.32	
36" " " " Bands	9	@	4.61	41.49	
					1962.81
Equipment Rental,Supplies and Misc					
Equipment Rental				12285.00	
Gas,Oil and Grease				3687.25	
Explosives				5645.78	
DrillSteel,Bits,Pipe and Misc Supplies				2250.00	
Office Supplies and Misc				201.05	
Moving Equipment in and Out(39%)				829.29	
Auto Expense				349.50	
Bond 1% of Gross Revenue				579.07	
Interest on Borrowed Money				348.58	
Liability Insurance				175.00	
Mess House Supplies				1604.82	
Commissary Supplies				380.34	
Boise,General Office expense 4½% of gross revenue				2605.80	
					30941.48

Cost Grand Total $45,745.93

E. H. Clymer

Cost Analysis to Jan [illegible] Jan 17,1935

Central Oregon Highway,Nigger Flat Stinking Water Mt. Section,Grading,
Contract 1665,Prefix 13 PN

Remarks:

This Job was started Oct 22,1934 and to Jan 5 was about 39% complete. Snow and cold weather have slowed up the work to some extent but the contractor has made fine progress.

The contractor had the Grading Contract on the East End of this project last year. The same camp,practically the same trained crew and part of the equipment used on that job are being used on this job, which has saved cost and increased production.

The job consists chiefly of solid rock excavation. Two Compressors and Five Jack Hammers working two shifts or 13 1/3 hours per day are well in advance of the shovel operation with about 25000 Cu Yds drilled ahead. Detatchable Timbken Bits are used. Jack Hammer men are averaging about 11 feet of hole per hour.

The Rock ranges from a honey comb semi decomposed lava to a hard blue basalt. About ¾ pound of powder per Cu Yd breaks the rock so that about 99 % can be handled with large shovel. About 1% has to be plugged and reshot.

A 2 Yard Semi Deisel Northwest Shovel and five 10 ton white trucks are making excellent progress. 67950 Cu Yds were moved in 610 hours an average of 112 Cu Yds per hour shovel operating time.

The Contractor started the job on the East end where the cuts and the fills are large and where best progress can be made. About 1½ miles of excavation on the West end will be shallow cuts and fills in solid rock and will be expensive which will reduce the percentage of profit.

E.H. Clymer

FORM S-A-1 16819 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Re Federal Lands Project 15 FM FLH 4-E, Nigger Flat-Stinkingwater Mtn. Section.

Since Morrison-Knudsen Company are making such rapid progress on the job it may be advisable to notify them before April 1st, concerning the limits of their contract. From an analysis of our F.L.H. fund, it is quite apparent that we cannot finance beyond 92+85, and it is very probably that it must be cut short of that station by $5,000.00. However, to avoid overlapping of F.L.H. project in the records we are desirous of stopping the project at Sta. 92+85 if it can be financed therefore I suggest that Bickmore make some check on the overbreak and other variables and revise the February quarterly summary sheet as accurately as possible.

If the M. K. Company are desirous of drilling ahead of Sta. 153+25 before April 1, 1935, we should be given some time in which to make this decision.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R.H. Baldock

H.G. Smith,
Construction Engineer.

January 15, 1935

FLEC-4 E

Morrison-Knudson Company,
319 Broadway,
Boise, Idaho.

Attention - H. W. Morrison.

Dear Sir:

Regarding Federal Lands Project 13 Project 13 FH-FLH C 4 E, Nigger Flat-Stinkingwater Mtn. Section.

This project was let with the provise that it could be extended from Station 92+85 to Sta. 62+90 or be cut back from Sta. 92+85 to 153+25 in order to use up any unexpended balances which might remain in the Federal Lands Funds. It is now considered unlikely that the project can be extended beyond Sta. 92+85, and it is possible that it may have to be shortened slightly; but we have not been able to determine this exactly as yet as there still remains one F.L.E.C. project to contract.

You may be assured however, that you will be given all of the work for which there are funds, and we will advise you definitely before the date specified, April 1st.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

1/11/35

Mr. H. G. Smith:

Please formulate a reply for me.

R. H. B.

TITLE GUARANTEE BLDG.
LOS ANGELES

Company

TORS

C.W JOSLYN, SECRETARY
A H BAER, TREASURER
R E HERRICK, PURCHASING AGENT

DAHO

RECEIVED
JAN 10 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldoch:

I am advised that consideration is being given by the Engineering Department to the inclusion in the Nigger Flat-Stinkingwater Mountain contract of additional yardage. It is my understanding that this proposed yardage is that portion which was covered by the proposal submitted under the plan whereby the State might designate alternate stations as officially entering the project.

We are making rapid progress on the existing work and would very much appreciate the opportunity to handle the additional yardage under consideration. We feel it would be some advantage to the State, inasmuch as we would, no doubt, complete this work very much sooner than would likely be the case if it were included in another contract.

I am merely inviting your attention to this matter and thank you for any consideration you find it consistent to extend to us concerning same.

Very truly yours,

H. W. Morrison

Vice-Pres. & General Manager.

HWM:D

CONTINENTAL BANK BLDG.
SALT LAKE CITY

OLD NATIONAL BANK BLDG.
SPOKANE

TITLE GUARANTEE BLDG.
LOS ANGELES

Morrison-Knudsen Company

GENERAL CONTRACTORS

M. H. KNUDSEN, PRESIDENT
H. W. MORRISON, VICE PRES. AND GENL. MGR
W. H. PUCKETT, VICE PRESIDENT
C. R. SHINN, GENERAL SUPERINTENDENT

C. W JOSLYN, SECRETARY
A H BAER, TREASURER
R E HERRICK, PURCHASING AGENT

EXECUTIVE OFFICE
319 BROADWAY, BOISE, IDAHO

RECEIVED
JAN 10 1935

Jan. 9, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldoch:

I am advised that consideration is being given by the Engineering Department to the inclusion in the Nigger Flat-Stinkingwater Mountain contract of additional yardage. It is my understanding that this proposed yardage is that portion which was covered by the proposal submitted under the plan whereby the State might designate alternate stations as officially entering the project.

We are making rapid progress on the existing work and would very much appreciate the opportunity to handle the additional yardage under consideration. We feel it would be some advantage to the State, inasmuch as we would, no doubt, complete this work very much sooner than would likely be the case if it were included in another contract.

I am merely inviting your attention to this matter and thank you for any consideration you find it consistent to extend to us concerning same.

Very truly yours,

H. W. Morrison

Vice-Pres. & General Manager.

HWM:D

FILE C4-E

November 7, 1934

Morrison-Knudsen Company
319 Broadway
Boise, Idaho

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1665 which was awarded to you on October 18, 1934 for grading work on the Nigger Flat-Stinkingwater Mountain Section of the Central Oregon Highway in Harney County.

This copy is sent to you for your records and files.

Yours very truly,
STATE HIGHWAY COMMISSION

By

MC

Secretary

FLEC-4E

October 19, 1934

Morrison-Knudsen Co.
Boise
Idaho

Gentlemen:

Confirming my telegram of this date, I wish to advise that the State Highway Commission yesterday, October 18, awarded to you the contract for the construction of the Nigger Flat-Stinkingwater Mountain Section of the Central Oregon Highway in Harney County, consisting of 3.43 miles of grading work, at your bid price of $147,800.00 submitted on October 11, 1934, your bid having been the lowest received by the Commission.

You may consider this letter as your authority to commence the construction of this project at once and our request for you to do so. The contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

HBG:AJ

cc Mr. Probert

		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

October 19, 1954

MORRISON KNUDSEN COMPANY
BOISE IDAHO

CONTRACT FOR GRADING NIGGER FLAT STINKINGWATER MOUNTAIN SECTION OF CENTRAL OREGON HIGHWAY HARNEY COUNTY OREGON WAS AWARDED TO YOU YESTERDAY OCTOBER EIGHTEENTH BY STATE HIGHWAY COMMISSION AT YOUR LOW BID SUBMITTED OCTOBER ELEVENTH STOP THIS WIRE IS YOUR AUTHORITY TO COMMENCE CONSTRUCTION OPERATIONS IMMEDIATELY STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

HBG:AJ

State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:IR

Encl.

cc W. C. Williams
E. G. Dickmore

October 19, 1934

4E

Morrison-Knudsen Company
319 Broadway
Boise, Idaho

Gentlemen:

For use in connection with the Nigger Flat-Stinkingwater Mountain grading project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office in the Payne Building, Ontario, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MR

Encl.

cc W. C. Williams
E. G. Bickmore

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Public Works highway project FLEC 4-E, Nigger Flat-Stinkingwater section of the Central Oregon Highway, to Morrison-Knudson Company, who submitted the low bid of $147,800.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FLEC 4-E

September 7, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate to accompany plans for the Bigger Flat-Stinkingwater Mountain Section, which estimate has been changed to show a portion of the cost to be paid with State funds.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. FLEC 4-E

BIGGER FLAT-STINKINGWATER MOUNTAIN SECTION
OF CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, August 9, 1934

All Required	Clearing and Grubbing		$ 1,000.00
400 cu. yds.	Trench Excavation	$1.00	400.00
1,500 " "	Common Excavation	0.50	750.00
164,000 " "	Solid Rock Excavation	0.70	114,800.00
335,000 yd. sta.	Overhaul	0.02	6,700.00
28,000 yd. mi.	Truck Haul	0.20	5,600.00
3.43 miles	Finishing Roadbed and Slopes	250.00	857.50
400 lin. ft.	18" Concrete Pipe	2.50	1,000.00
130 " "	24" " "	3.50	455.00
200 " "	36" Extra Strength Corr. Iron Pipe	7.00	1,400.00
5,000 cu. yds.	Selected Roadbed Topping	0.40	2,000.00
30,000 yd. mi.	Hauling Roadbed Topping	0.20	6,000.00
		Sub-total	$140,962.50
		10% Engr. & Cont.	14,096.25
		Total	$155,058.75

Length	3.427 miles
Cost per mile	$ 45,246.20

FLEC Funds Requested..	$129,457.00
State Funds Available..	25,601.75
	$155,058.75

August 9, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Nigger Flat-Stinkingwater Mountain Section, Project No. FLH 4-E.

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

US Public Works
Highway Project No. FLEC 4-E

Oregon State Highway Department

~~Federal Lands Highway~~
~~Project No., FLH-4-E~~

NIGGER FLAT-STINKINGWATER MOUNTAIN SECTION

OF CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, August 9, 1934

All Required		Clearing and Grubbing		$ 1,000.00
400	cu. yds.	Trench Excavation	$ 1.00	400.00
1,500	cu. yds.	Common Excavation	0.50	750.00
164,000	cu. yds.	Solid Rock Excavation	0.70	114,800.00
335,000	yd. sta.	Overhaul	0.02	6,700.00
28,000	yd. mi.	Truck Haul	0.20	5,600.00
3.43	miles	Finishing Roadbed and Slopes	250.00	857.50
400	lin. ft.	18" Concrete Pipe	2.50	1,000.00
130	lin. ft.	24" Concrete Pipe	3.50	455.00
200	lin. ft.	36" Extra Strength Corr. Iron Pipe	7.00	1,400.00
5,000	cu. yds.	Selected Roadbed Topping	0.40	2,000.00
30,000	yd. mi.	Hauling Roadbed Topping	0.20	6,000.00
			Sub-total	$ 140,962.50
			10% Engr. & Cont.	14,096.25
			Total	$ 155,058.75

Length	3.427 miles
Cost per mile	$ 45,246.20

FLEC

~~Federal Lands Highway~~ Funds Requested........................ ~~$ 155,058.75~~ 129457.00

State [illegible] [illegible] 25,601.75

155,058.75

CONTRACT #1666,

NRS 235-A Bridge over Burnt River 1934

1666

235-a

June 13, 1936

Averill & Philpott,
Rt. 10,
Portland, Oregon

Gentlemen:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of February 11, 1935 for an extension of time in which to complete your contract for the construction of a bridge over Burnt River on the Baker-Unity Highway near Unity, Baker County. There follows an excerpt from the minutes of the State Highway Commission meeting held on March 28, 1935 covering this matter:

"Averill & Philpott, contract No. 1666 for the construction of a bridge over Burnst River on the Baker-Unity Highway near Unity, Baker County, requested an extension of time of 60 days to May 10, 1935, in which to complete this job, giving as their reason that bad weather condtions prevented the pouring of the concrete bridge deck. The Engineer recommended that the completion date be extended 40 days instead of 60 days as requested and that the contractor be not penalized for failure to complete the job within the specified time limit. The Commission approved the Engineer's recommendation by unanimous vote."

This information is given you simply to complete your records and files on this subject.

Very truly yours,

Secretary

DP

235-a

March 9, 1936

Mr. G. S. Paxson
Office

Dear Sir:

Responding to your memorandum of March 7 regarding the return of a $250 check to the contractor, Averill & Philpott, who built the bridge across Burnt River near Unity on the Baker-Unity Highway, please be advised that we have no definite assurance as yet that this dam will be built.

As soon as we have signed an agreement with the Reclamation Service with reference to the rebuilding of this road, then we can cancel the claim and return the certified check, but it is possible that the plans for this dam may entirely fall through, under which condition we should place the asphaltic wearing surface on the bridge. Therefore, would request that you hold the check until the final decision is reached. I believe we can expect that decision within the next six months. If the contractor is not willing to wait for this period, we can then go ahead and put on the asphaltic wearing surface now as soon as the weather permits.

Very truly yours,

State Highway Engineer

RHB:HI

March 7, 1936.

Mr. R. H. Baldock

During the fall and winter of 1934-1935, we built a bridge across Burnt River near Unity on the Baker-Unity Highway. This was built under contract by Averill & Philpott.

The deck of this structure was placed during cold weather and contrary to instructions given by our Resident Engineer, sufficient precaution was not taken in protecting the fresh concrete from freezing. Considerable damage was done to the surface of the deck in one span of this structure, and at the time the final inspection was made, we held out a $250.00 certified check to cover this damage, it being the intention to place an asphaltic wearing surface across the deck of the entire bridge.

It is now apparent that the Reclamation Service work will flood this structure and that it will be removed. The asphaltic concrete has not yet been placed and the contractors are making application for the return of their check.

Under these circumstances, the freezing, while it damaged the deck, has resulted in no loss to the Highway Department, and I would appreciate advice as to whether or not the check should be returned.

G S Paxson

G. S. Paxson

GSP:AP

71RS 2350

#1666

June 26, 1935

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1666 for the construction of a bridge over Burnt River near Unity on the Baker-Unity Highway in Baker County has been completed by the contractors, Averill & Philpott, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 6, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $10,915.02 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

cc to

FORM 5-E-1 16686 2M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

1666

Const.
Corr. & Agreements
Baker County

NRS 2

May 27, 1935.

Averill & Philpott
Route #10,
Portland, Oregon.

Gentlemen:

In connection with your contract for the construction of the bridge over Burnt River at Unity, Contract No. 1666, kindly be advised that this department is unable to clear your final estimate for payment because of a certain section of roadway deck which was poured in freezing weather contrary to instructions from the engineer. We can not accept this portion of the work until it has passed through one winter season, and we are thus able to determine definitely and conclusively whether or not the concrete has been damaged.

In order to save you the expense of replacing this portion of the deck slab, we are willing to clear this final estimate upon receipt of your certified check in the amount of $250.00. This check will be held until such time as we are able to determine whether or not the deck has been damaged. If the deck has not been damaged, the check will be returned to you. If it is necessary to replace a portion of this deck, or to cover the entire surface with an asphalt mastic, you can have the option of doing this work yourself or having the state do it, in which case if the cost does not equal the above amount ($250.00), your check will be cashed and the balance returned to you.

If you do not care to handle this transaction in the above manner, it will be necessary to place an asphalt mastic over the entire deck at this time before final estimate can be paid.

We will be glad to hear from you as to your desires in this matter.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

No. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

May 3, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S. Public Works Project No. NRS 235-A (1935), Burnt River Bridge and Approaches, was made by a representative of this office on April 25, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

The Acting Chief of Bureau on September 14, 1934, approved the project statement for Oregon USPW Highway Project No. NRS 235 (1935), involving the construction of a bridge, 0.1 of a mile in length, across Burnt River on the Baker-Unity Highway in Baker County.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Senior Highway Engineer

August 8, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement covering the Burnt River Bridge Section of the Baker-Unity Highway. Number NRS 235 has been assigned to this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. NRS 235
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

NATIONAL RECOVERY HIGHWAY ACT
~~FEDERAL AID ROAD ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~

Approved June 16, 1933, and act of June 18, 1934, amendatory thereof and supplementary thereto.

(Date) August 8th, 1934

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved June 16, 1933 ~~July 11, 1916 (39 Stat., 355)~~, entitled "An Act ~~to provide that the United States shall aid the States in the construction~~ to encourage National Industrial Recovery, to foster fair competition, and to provide for construction of certain useful public works ~~of rural~~ post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Burnt River Bridge Section, Baker-Unity Highway
Situated in the SE¼ of Section 21, T. 12 S., R. 37 E. W. M.

~~2. Between control points of official description~~: and

3. Between intermediate control points if used: and

County of Baker

4. Length in miles (gross) 0.1 (net) 0.1

5. Preliminary estimate of cost: Total, $ 10,000; section of road to be first improved, $ 10,000,

of which $ 9,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)
Sufficient to insure completion: Chapter 175, Laws 1917: Chapter 31, Laws 1920: Chapter 248, Laws 1930.
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—5073

7. Funds for maintenance to be provided by State (and) county.), from the following

sources: Current Income: Chapter 41, Laws 1927 te.) Chapter 248, Laws 1930.

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon.

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION

By

Chairman

(Title of officer.)

By

Commissioner

(Title of officer.)

By

Commissioner

(Title of officer.)

STATE Oregon

PROJECT NO. NRS 235
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

National Recovery Highway Act
~~**FEDERAL AID ROAD ACT**~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~
Approved June 16 1933, and act of June 18, 1934, amendatory thereof and supplementary thereto.

(Date) August 8 1934

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved June 16 1933 ~~July 11, 1916 (39 Stat., 355)~~, entitled "An Act ~~to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,~~ to encourage national industrial recovery, to foster fair competition, and to provide for construction of certain useful public works" as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Burnt River Bridge Section, Baker-Unity Highway
Situated in the SE ¼ of Sec. 21, T 12 S. R 37 E

2. ~~Between control points of official description~~: ~~and~~

3. Between intermediate control points if used: and

County of Baker

4. Length in miles (gross) 0.1 (net) 0.1

5. Preliminary estimate of cost: Total, $ 10,000; section of road to be first improved, $ 10000, of which $ 7000. is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State:
(Amount.)
Sufficient to insure completion: Chap 175, Laws 1917; Chap 31 Laws 1920; Chap 248 Laws 1930
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—8073

#1666

May 1, 1935

Shell Oil Company,
Pendleton, Oregon.

235A

Gentlemen:

In response to your inquiry of April 30th we wish to advise that the Averill & Philpott Contract No. 1666 for the construction of a bridge over Burnt River in Baker County, has not been completed and accepted and it will be sometime before final payment is made. We are unable to furnish you with the dates and amounts at this time.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

PETROLEUM PRODUCTS

SHELL OIL COMPANY

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Pendleton, Ore.
April 30, 1935

Oregon State Highway Commission
Salem, Oregon

Dear Sir:

RE: AVERILL & PHILPOT - Contract #1666

Would you kindly fill in the last six spaces on the attached form, as we are unable to secure this information from this end. Thank you.

Yours very truly,

SHELL OIL COMPANY

A R Anderson

A/
Enc.

Contractor Stenci[illegible]m No. 37

NAME OF ACCOUNT AVERILL & PHILPOT

DEPOT PENDLETON, OREGON

DATE

Following information required before credit extended:

1. Contract let by OREGON STATE HIGHWAY COMMISSION
2. Contract Number 1666
3. Road Number
4. Section
5. County
6. Nature of Work
7. Length, miles
8. Principal contractor
9. Address of contractor
10. Bonding Company furnishing Surety
11. Address
12. Agent of Surety
13. Address
14. Amount of Contract $
15. Amount of Bond $
16. If County job, is it State aid?
17. Approximate date set for completion

Following information required immediately on completion and acceptance of work:

1. Contract completed - Date
2. Work accepted - Date
3. Last date for filing claim
4. Amount of final estimate $
5. Date payable of final estimate
6. Amount of hold-back $

Signed

Capacity

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon USPW project
NRS 235-A (1935)

POST OFFICE BUILDING
PORTLAND, OREGON

April 11, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

F/43, 24655

Form P. R. 2

State Oregon

U.S.Public Works Highway Project No. NRS 235-A (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of February, 1935 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.):

Whereas the Highway Department of said State submitted on the 8th day of August, 1934, a project statement, which was approved by the Secretary on the 14th day of September, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 13th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twelve thousand, three hundred four and 60/100 dollars ($12,304.60) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal pro rata share~~ is of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from funds apportioned under the act of June 18, 1934.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 252+00 and survey station 257+00, all in the SE 1/4 of Sec. 21, T 12 S., R 37 E, W.M.**

, length **0.094 of a** mile~~s~~ in **Baker** County, being Section **A** of **Oregon U.S.Pub.Wks. Hwy.** project No. **NRS 236 (1935)**, consisting of **0.075 of a** mile~~s~~ of roadway and **1** bridges, each of more than 20 feet clear span, **0.019** of a mile in length**. known locally as the Burnt River Section of the Baker-Unity Highway.**

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **A** of said project shall not in any event exceed the sum of **twelve thousand, three hundred four and 60/100** dollars ($**12,304.60**), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~ ~~dollars ($~~ **is** ~~)~~ the approved total estimated cost of Section **A** of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927, and Chap. 248 Laws of 1931.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3d day of April, 1931

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By Carl Washburne
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By Acting
Chief, Bureau of Public Roads

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department a~~s~~ U.S.Pub.Wks.Hwy. Project No. NRS 235-A (1935) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $12,304.60 as the total estimated cost of said project, and the sum of $12,304.60 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal proportion of~~ is said total estimated cost.

Done at the city of Washington, this 3d day of April, one thousand nine hundred and thirty-five

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4839

January 3, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Burnt River Bridge Section, Project No. NRS 235-A (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. NRS 235-A (1935)

BURNT RIVER BRIDGE SECTION OF THE
BAKER-UNITY HIGHWAY IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, December 28, 1934

Bridge

65	cu. yds.	Excavation	$ 3.00	$ 195.00
5	" "	Excavation below Plans	5.00	25.00
34	" "	Class "B" Concrete	26.00	884.00
19	" "	Class "A" Concrete	26.00	494.00
75	" "	Class "D" Concrete	27.00	2,025.00
20,000	lbs.	Metal Reinforcement	0.065	1,300.00
9	M-FBM	Treated Lumber & Timber	115.00	1,035.00
46,000	lbs.	Structural Steel	0.06	2,760.00
208	lin. ft.	Composite Handrail	4.75	988.00
All Required		Remove Old Bridge & Maint. Traffic		250.00
			Sub-total	$ 9,956.00
			10% Engr. & Cont.	995.60
			Total	$ 10,951.60

Roadway Approaches

1,500	cu. yds.	Embankment in Place	$ 0.50	$ 750.00
300	" "	Selected Roadbed Topping	0.60	180.00
120	" "	Crushed Rock Surfacing	2.50	300.00
			Sub-total	$ 1,230.00
			10% Engr. & Cont.	123.00
			Total	$ 1,353.00

Length of Bridge	0.019 mile
" " Approach Embankments	0.075 "
Total Length	0.094 "

Cost per mile, Roadway $ 18,040.00

National Recovery Secondary Highway Funds Requested:

Bridge	$ 10,951.60
Roadway Approaches	1,353.00
	$ 12,304.60

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

235A

December 8, 1934

Averill & Philpott
Route 10
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract #1666 which was awarded to you on November 1, 1934, for the construction of a bridge over ~~the~~ Burnt River near Unity, on the Baker-Unity Highway in Baker County.

This copy is for your records and files.

Very truly yours,

OG

Secretary.

235-A

November 2, 1934

Averill & Philpott
Route 10
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on November 1 for the construction of a bridge over Burnt River and approaches thereto on Baker-Unity Highway near Unity in Baker County, and has awarded to you the contract for such work at your bid price of $11,186.00.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Bridge Dept.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 1, 1934

RECEIVED
NOV - 3 1934
OREGON
STATE HIGHWAY

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S.Public Works highway project NRS 235-A (1935), Burnt River Bridge on the Baker-Unity Highway, to Averill & Philpot, Portland, Oregon, who submitted the low bid of $11,186.00.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

235 A

September 25, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In reply to your letter of September 13th inquiring as to our intention in the matter of constructing a dustless surface on the Baker-Unity Highway, Project NRS 235 (1935), we have to advise that the traffic on this highway will not, for many years, be sufficient to justify oil treatment and that, therefore, our present intention is to continue the highway in an unoiled state indefinitely.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S. Public Works project NRS 235 (1935), the Burnt River Bridge, Baker-Unity Highway, have today been recommended for approval. This is your authority for advertising.

Presumably the importance of this road is such that the early construction of a dustless oil-treated surface will be justified. Please advise us of your intentions in this regard.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

235-A

September 5, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Burnt River Bridge Section, Project No. NRS 235 (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. NRS 235-A (1935)

BURNT RIVER BRIDGE SECTION OF THE
BAKER-UNITY HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, Sept. 5, 1934.

Bridge:

65	cu. yds.	Excavation	$ 3.00	$ 195.00
5	" "	Excavation below plans	5.00	25.00
34	" "	Class "B" Concrete	20.00	680.00
19	" "	" "A" "	22.00	418.00
75	" "	" "D" "	22.00	1,650.00
20,000	lbs.	Metal Reinforcement	0.0525	1,050.00
9	M-FBM	Treated Lumber and Timber	100.00	900.00
46,000	lbs.	Structural Steel	0.065	2,990.00
208	lin. ft.	Composite Handrail	4.00	832.00
All Required		Remove old bridge and maintain Traffic		300.00
			Sub-total- - - - - -	$ 9,040.00
			10% Engr. & Cont.	904.00
			Total- - - - - - - -	$ 9,944.00

Roadway Approaches:

1,500	cu. yds.	Embankment in Place	$ 0.50	$ 750.00
300	" "	Selected Roadbed Topping	0.60	180.00
120	" "	Crushed Rock Surfacing	2.00	240.00
			Sub-total	$ 1,170.00
			10% Engr. & Cont.	117.00
			Total - - - - - - -	$ 1,287.00

Length of Bridge	0.019 mile
Length of Approach Embankments	0.075 "
Total Length	0.094 "

Cost per mile, roadway $17,160.00

National Recovery Secondary Highway Funds Requested:

Bridge	$ 9,944.00
Approaches	1,287.00
	$11,231.00

FORM S-A-1 13743 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1235 (A)

11

August 8, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

The 1934-1935 NRS Budget provides for the construction of a bridge over Burnt River on the Baker-Unity Highway, 3.24 miles north of the Junction with the John Day Highway in Baker County. Our map under date of Sept. 20, 1926, indicates that this crossing is located in the SE¼ of Section 21-T 12S.R. 37E, and is on U. S. land.

Will you please check up on the present ownership and advise us immediately, as this project is scheduled for the first letting. We will prepare the necessary description for right of way at this office.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

NOTED
State Highway Engineer

By

H. G. Smith,
Construction Engineer.

Dictated by
H. N. Hackett
H.

CC to
R. H. Baldock ✓

CONTRACT#1667,

NRS 228-E South Fork-Bummer Cr., Grad. 1934

1667

224-13

July 6, 1936

D. L. Ashton
887 Second St.
Lebanon, Oregon

Dear Sir:

We find upon investigation that you were not notified of the action taken by the State Highway Commission on your request of July 20, 1935 for an extension of time in which to complete your contract for grading the South Fork-Bummer Creek Section of the Alsea-Deadwood Secondary Highway in Benton County. There follows an excerpt from the minutes of the State Highway Commission meeting held on August 2, 1935 covering this matter:

"D. L. Ashton, Contract No. 1667, for grading the South Fork-Bummer Creek Section of the Alsea-Deadwood Secondary Highway in Benton County, requested an extension of time of 15 days from July 31, 1935 to August 15, 1935, in which to complete this project. The Engineer advised that the contractor was delayed in starting this project by reason of bad weather. However, after he once got started, he prosecuted the work with due diligence. He also advised that the State has incurred no loss and the traveling public has experienced no inconvenience by reason of the delay. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously."

This information is given you simply to complete your records on this subject.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

Secretary

DP

22V-13

June 24, 1936

D. L. Ashton
887 Second St.
Portland, Oregon

Dear Sir:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of July 20, 1935 for an extension of time in which to complete your contract for grading the South Fork-Bummer Creek Section of the Alsea-Deadwood Secondary Highway in Benton County. There follows an excerpt from the minutes of the State Highway Commission meeting held on August 2, 1935 covering this matter:

"D. L. Ashton, Contract No. 1667, for grading the South Fork-Bummer Creek Section of the Alsea-Deadwood Secondary Highway in Benton County, requested an extension of time of 15 days from July 31, 1935 to August 15, 1935, in which to complete this project. The Engineer advised that the contractor was delayed in starting this project by reason of bad weather. However, after he once got started, he prosecuted the work with due diligence. He also advised that the State has incurred no loss and the traveling public has experienced no inconvenience by reason of the delay. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously."

This information is given you simply to to complete your records on this subject.

Very truly yours,

Secretary

DP

#1667

224B

September 19, 1935.

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1667 for the construction of the South Fork-Bummer Creek Section of the Alsea-Deadwood Secondary Highway in Benton County has been completed by the contractor, D. L. Ashton, 837 Second Street, Lebanon, and that final settlement will be made by the State with said contractor for work done under this contract, on or about September 28, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $23,885.60, including the final payment. Of this amount $681.49 was force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
secretary

JM:CE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

September 6, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of U.S.P.W. Proj. NRS 228-B (1935), South Fork-Burmer Creek, Alsea-Deadwood Highway, Benton County ____________________, was made by a representative of this office on August 30, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

3

Form 338—5M—2/33

228-13

O ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 24, 1935, 193

Section South Fork- Bummer Creek

Kind of work Grading and surfacing

Highway Alsea- Deadwood

Section prefix 102-1003

Contractor D.L. Ashton

Contract number 1667

Date of contract Nov ~~2~~ 1, 1934, 193

Date of completion June 30, 1935, 193

Date work started Nov. 8, 1935, 193

Estimated date of completion Completed August 7 1935

Amount of contract $ 23243.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 23821.40

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2610.90, 11.23 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party worked Monday on final estimate making up estimate sheets and summary of cost. checked over various items in notes.

Delivered records in Salem office Tuesday Morning.

RECEIVED

Signed

Address Corvallis, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders .... Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRS 228-B (1935)

POST OFFICE BUILDING
PORTLAND, OREGON

March 18, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Jwn

Agr. 24209

Form P. R. 2

State Oregon ✓

U.S.Public Works Hwy. Project No. NRS-228, Section B
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of January, 1935 by and between **the Oregon State Highway Commission**, constituting for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto**; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.) approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.)**

Whereas the Highway Department of said State submitted on the **18th** day of **September**, 19**34**, a project statement, which was approved by the Secretary on the **15th** day of **October**, 19**34**, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section **B** of said project which were recommended for approval by the United States District Engineer on the **15th** day of **October**, 19**34**; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of **twenty-five thousand, five hundred sixty-seven and 30/100** dollars ($ **25,567.30**) as the share of the United States payable under said act on account of Section **B** of said project, which ~~does not exceed the authorized Federal pro rata share of~~ **is** the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from funds apportioned under the act of June 18, 1934.**
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 49+50 in the NE¼ of Section 12, T 14 S, R 8 W, and survey station 172+50 in the SW¼ of Section 24, T 14 S, R 8 W, (excepting therefrom the bridge between survey stations 57+97.83 and 58+93.17)**, length **2.309** miles, in **Benton** County, being Section **B** of **Oregon U.S.Pub. Works Hwy.** project No. **NRS-228 / (1935)**, consisting of **2.309** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~ **known locally as the South Fork-Bummer Creek Section of the Alsea-Deadwood Highway between official control points of the same name.** 8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **B** of said project shall not in any event exceed the sum of **twenty-five thousand, five hundred sixty-seven and 30/100** dollars ($**25,567.30**), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ **is** **xxxxx** the approved total estimated cost of Section **B** of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927 and Chap. 248 Laws of 1931.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 5th day of March, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

SECRETARY OF AGRICULTURE
(Title of officer)

By

Acting ~~Secretary of Agriculture~~
Chief, Bureau of
Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Hwy. Project No. NRS-225-B (1935) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 25,567.30 as the total estimated cost of said project, and the sum of $ 25,567.30 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this 5th day of March one thousand nine hundred and thirty five.

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934

December 18, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the South Fork-Bummer Creek Section, Project No. NRS 228-B (1935).

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 228-B (1935)

SOUTH FORK-SUMMER CREEK SECTION

OF THE ALSEA-DEADWOOD HIGHWAY IN BENTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 11, 1934

All Required		Clearing and Grubbing		$ 1,000.00
700	cu. yds.	Trench Excavation	$ 0.40	280.00
44,000	cu. yds.	Excavation, Single Classification	0.21	9,240.00
65,000	yd. sta.	Overhaul	0.02	1,300.00
5,300	yd. mi.	Truck Haul	0.18	954.00
2.31	miles	Finishing Roadbed and Slopes	150.00	346.50
10,000	cu. yds.	Selected Roadbed Topping	0.85	8,500.00
100	lin. ft.	12" Corr. Iron Pipe	1.00	100.00
400	lin. ft.	18" Concrete Pipe	1.35	540.00
100	lin. ft.	24" Corr. Iron Pipe	2.10	210.00
100	lin. ft.	30" Corr. Iron Pipe	2.70	270.00
50	lin. ft.	Placing 24" Corr. Iron Pipe	0.05	2.50
500	cu. yds.	Filler	0.40	200.00
1,000	yd. mi.	Hauling Filler	0.15	150.00
300	M-Gals.	Sprinkling	0.50	150.00
			Sub-total	$ 23,243.00
			10% Engr. & Cont.	2,324.30
			Total	$ 25,567.30

Length	2.309 miles
Cost per mile	$ 11,072.88

NRS Funds Requested- $ 25,567.30

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

December 7, 1934.

Mr. D. L. Ashton
887 Second Street
Lebanon, Oregon

228B

Dear Sir:

We are sending to you today by express a fully executed copy of contract #1667 awarded to you on November 1, 1934, for grading the South Fork-Bummer Creek Section of the Alsea-Deadwood Secondary Highway in Benton County.

This copy is for your records and files.

Very truly yours,

OG

Secretary.

November 8, 1934

2-27B

Mr. D. L. Ashton
887 - 2nd Street
Lebanon, Oregon

Dear Sir:

For use in connection with the South Fork-Summer Creek grading project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Post Office Building, Albany, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MK

Encl.

cc Mr. W. E. Chandler
Mr. B. O. Johnson

November 2, 1934

238B

Mr. D. L. Ashton
887 Second St.
Lebanon, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on November 1 for grading South Fork-Bummer Creek Section of Alsea-Deadwood Secondary Highway in Benton County, and has awarded to you the contract for such work at your bid price of $23,243.00.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 1, 1934

RECEIVED
NOV - 3 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S. Public Works highway project NRS 228-B (1935), South Fork Bummer Creek section of the Alsea Highway, to D. L. Ashton, Lebanon, Oregon, who submitted the low bid of $23,243.00.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 15, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S. Public Works project NRS 228-B (1935), the South Fork-Bummer Creek section of the Alsea-Deadwood Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

By

L. J. Caufield
Highway Engineer

CONTRACT#1668,

NRM 123-D & E Redmond-Bend Sec., 1934
Unit # 4
#1668

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. 123-E

August 6, 1937

RECEIVED
[illegible] 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 123-E, Redmond-Bend Section (Unit 3), The Dalles-California Hwy., Deschutes County, was made by a representative of this office on July 16, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. O. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. 123-E
Redmond-Bend Section
of The Dalles-Calif.Hwy.

123-E

January 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

T. M. Davis
By T. M. Davis
Highway Engineer

Encls.

Fo

Section E
Oregon Project No. 123

Hyp. 24042

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on February 25, 1936, by the Oregon State Highway Commission, and on April 9, 1936, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section E of Oregon Project No. 123; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section E to provide for extensions to the project between survey stations 110+50 and 364+66.37, 364+73.63 and 390+61.38, 390+68.63 and 400+56.38, 400+63.63 and 420+96.38, 421+03.63 and 435+77, and between survey stations 436+23 and 459+90, thereby increasing its length from 0.014 of a mile to 6.617 miles; to provide for the construction of a bituminous macadam wearing surface over its entire length; and by reason thereof has requested that the estimate of cost approved for said Section E be increased from $6,722.65 to $84,385.00, and that the Federal funds approved and set aside to the credit of said Section E be increased from $4,100.81 to $51,480.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section E be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of fifty-one thousand, four hundred eighty and no/100 dollars ($51,480.00) as the share of the United States payable under said act on account of said Section E which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

> "Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:
>
> "Between survey station 110+50 at the southerly end of Section H of said project in the NE 1/4, Sec. 29, T. 15 S., R. 13 E., W.M. and survey station 459+90 at the north end of Sec. C of said project in the west 1/2 of Sec. 26, T. 16 S., R. 12 E., W.M., length 6.617 miles, in Deschutes County, being Section E of Oregon project No. 123, consisting of 6.608 miles of roadway and one bridge of more than 20 feet clear span, 0.009 of a mile in length."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section E shall not in any event exceed the sum of fifty-one thousand, four hundred eighty and no/100 dollars ($51,480.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-four thousand, three hundred eighty-five and no/100 dollars ($84,385.00), the approved total estimated cost of said Section E."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 23rd day of November, 1936, and the Secretary of Agriculture on the 22d day of Dec., 1936.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By____________________
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Section E
Oregon Project No. 123

Form PR. 9—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project No. **123-E**, State of **Oregon.**

SECOND. That in accordance with said provisions I have approved the sum of $ **84,385.00 in lieu of the $4,100.81 approved by Cert. of April 9, 1936** as the total estimated cost of said project, and the sum of $ **51,480.00/** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 22d day of Dec, one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4820

123-E

RECEIVED
OCT 28 1936
FOR FILING

October 26, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Unit 4, Redmond-Bend Section, F. A. Project No. 123-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 123-E

UNIT NO. 4, REDMOND-BEND SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, October 1[illegible], 1936

COMPLETED [illegible] ALL WORK

Total Cost, Roadwork- -	$ 58,527.15
[illegible] (1935) Funds Paid, Roadwork -	$ 58,230.91
Length of Roadwork- -	6.609 miles

NEW WORK

Culverts

135	cu. yds.	Excavation	$ 3.00	$ 405.00
10	cu. yds.	Excavation below plans	3.00	30.00
95	cu. yds.	Mortar Rubble Masonry	12.00	1,140.00
48	cu. yds.	Class "D" Concrete	22.00	1,056.00
5,500	lbs.	Metal Reinforcement	0.045	247.50
				2,878.50

Surfacing & Bituminous Macadam

110	cu. yds.	Common Borrow	$ 0.30	$ 33.00
60	yd. mi.	Truck Haul	0.16	9.60
10,900	cu. yds.	Pit Run Gravel Surfacing	0.35	3,815.00
32,900	cu. yds.	Pit Run Cinder Surfacing & Shoulders	0.35	11,515.00
19,600	yd. mi.	Hauling Gravel Surfacing	0.12	2,352.00
91,000	yd. mi.	Hauling Cinder Materials	0.12	10,920.00
1,900	cu. yds.	Filler	0.25	475.00
1,900	yd. mi.	Hauling Filler	0.12	228.00
1,500	M-Gal.	Sprinkling	1.00	1,500.00
6.61	miles	Preparation of Base	100.00	661.00
8,550	cu. yds.	Mineral Aggregate in Place	2.75	23,512.50
634	tons	Asphalt in Place	21.00	13,314.00
108	tons	Emulsified or Cutback Asphalt	21.00	2,268.00
				$ 70,603.10

Subtotal	$ 73,481.00
10% Engr. & Cont.	7,348.00
Total	$ 80,829.00

Bridge, Sta. 4[illegible]6

50	cu. yds.	Excavation	$ 4.00	$ 200.00
5	cu. yds.	Excavation below plans	4.00	20.00
50	cu. yds.	Class "A" Concrete	23.00	1,150.00
26	cu. yds.	Class "D" Concrete	23.00	598.00
17,000	lbs.	Metal Reinforcement	0.045	765.00
100	lin. ft.	Concrete Handrail	5.00	500.00

Subtotal	$ 3,233
10% Engr. & Cont.	323
Total	$ 3,556

Length of Roadway	6.608 miles
" " 1 Bridge	.009 "
Total Length	6.617 "
Cost per mile, Roadway	$ 12,231

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 80,829	$ 49,311 (61%)	$ 31,518
Bridge	3,556	2,169 (61%)	1,387
	$ 84,385	$ 51,480	$ 32,905

State Funds for Construction: Chap. 175, Laws 1917; Chap. 1, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

123-E

RECEIVED
OCT 28 1936
FOR FILING

August 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Unit No. 4, Redmond-Bend Section, Federal Aid Project No. 123-E.

Five bid proposals and five blueprint copies of sheet number 2 of the plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department — Federal Aid Project No. 123-E

UNIT NO. 4, REDMOND-BEND SECTION OF
THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany surfacing specifications. Not as basis for project agreement.)

Salem, Oregon, August 10, 1936

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork- -	$ 58,527.15
NRH (1935) Funds Paid, Roadwork - - - - - - - - - - - - - - - - -	$ 5[illegible],230.91
Length of Roadwork- -	6.609 miles

NEW WORK

Culverts (Low bid prices)

135	cu. yds.	Excavation	$ 3.00	$ 405.00
10	cu. yds.	Excavation below plans	3.00	30.00
95	cu. yds.	Mortar Rubble Masonry	12.00	1,140.00
48	cu. yds.	Class "D" Concrete	22.00	1,056.00
5,500	lbs.	Metal Reinforcement	0.045	247.50
				$ 2,878.50

Surfacing & Bituminous Macadam (Estimated prices)

110	cu. yds.	Common Borrow	0.30	$ 33.00
60	yd. mi.	Truck Haul	0.20	12.00
10,900	cu. yds.	Pit Run Gravel Surfacing	0.25	2,725.00
32,900	cu. yds.	Pit Run Cinder Surfacing and Shoulders	0.25	8,225.00
19,600	yd. mi.	Hauling Gravel Surfacing	0.12	2,352.00
91,000	yd. mi.	Hauling Cinder Materials	0.10	9,100.00
1,900	cu. yds.	Filler	0.40	760.00
1,900	yd. mi.	Hauling Filler	0.20	380.00
1,500	M-Gal.	Sprinkling	1.50	2,250.00
6.61	mile	Preparation of Base	100.00	661.00
8,550	cu. yds.	Mineral Aggregate in Place	3.20	27,360.00
634	tons	Asphalt in Place	26.00	16,484.00
108	tons	Emulsified or Cutback Asphalt	30.00	3,240.00
				$ 73,582.00

Subtotal	$ 76,460.50
10% Engr. & Cont.	7,646.05
Total	$ 84,106.55

Bridge, Sta. 436 (Low bid prices)

50	cu. yds.	Excavation	$ 4.00	$ 200.00
5	cu. yds.	Excavation Below Plans	4.00	20.00
50	cu. yds.	Class "A" Concrete	23.00	1,150.00
26	cu. yds.	Class "D" Concrete	23.00	598.00
17,000	lbs.	Metal Reinforcement	0.045	765.00
100	lin. ft.	Concrete Handrail	5.00	500.00
			Subtotal	$ 3,233.00
			10% Engr. & Cont.	323.30
			Total	$ 3,556.30

Length of Roadway	6.608 miles
" " 1 Bridge	.009 "
Total Length	6.617 "
Cost per mile, Roadway	$ 12,727.98

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 84,106.55	$ 51,304.99 (61%)	$ 32,801.56
Bridge	3,556.30	2,169.34 (61%)	1,386.96
	$ 87,662.85	$ 53,474.33	$ 34,188.52

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 12, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for the modification of Oregon Federal Aid project 123-E, Unit 4 of the Redmond-Bend Section of The Dalles-California Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

For future projects when a quarry is designated as the source of surfacing materials or mineral aggregates for bituminous macadams, it will be necessary that test reports on the material be furnished sufficiently in advance of submission of the P.S.& E. papers to allow us to make a field inspection of the quarry.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

123 E

November 23, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of November 22, 1935 concerning the length of Project No. NRH 123-E (1935).

Please be advised that there was no change in the constructed length of the project and the correct length should be 6.608 miles.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

#1168

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 22, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the summary of completed work recently submitted with the final voucher for Oregon U. S. Public Works project NRH 123-E (1935), and also to our letter of September 23, 1935, advising of our approval of P.S.& E. for Oregon Federal Aid project 123-E.

We believe the length of the NRH (1935) project (and of the roadway section of the Federal Aid project) should be 6.608 miles. Our computation gives the length 34,984 ft = 6.6087 miles. Conforming to past practice, we have shown these lengths as 6.608, the next lower even thousandth.

Will you please advise us if any change in plan was made which affected the length of NRH 123-E (1935). We are holding the final voucher in this office pending your reply.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Hwy. Engineer

41662

A 22374 1500 6-35

OMMISSIONERS
AY F. CABELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
RL G. WASHBURNE, EUGENE

. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

123 D

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 21, 1935.

Bureau of Public Roads
Box 5900
Portland, Oregon.

Gentlemen:

This is in reply to your letter of September 20, concerning the bridges on the Redmond-Bend Section of The Dalles-California Highway.

The plans for these structures have been revised, and all of the structures 20 feet and less in length have been widened to 56 feet between parapet walls.

In reply to your question as to the reason for using rubble masonry instead of concrete for abutments and wings on these structures, we have to advise that we made a comparable study and found that rubble would be more economical. The drawings show the rubble masonry to be coursed. The specifications, however, which take precedence, call for random rubble masonry.

A note has been placed on drawing 5850 showing that the allowable stress in concrete is 800 pounds per square inch.

Very truly yours,

C. B. McCullough
Assistant State Hwy. Engr.

WAR:AP

cc Mr. Baldock

#1668

1238

August 7, 1935

Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Fred C. Reed.

Gentlemen:

Reference is made to your letter of August 6th concerning the Berke Brothers contract No. 1668 - Unit #4 - Redmond-Bend Section of The Dalles-California Highway in Deschutes County.

You are advised that this contract was completed April 27, 1935 and was accepted May 31, 1935. The total amount earned under the contract is $53,809.15. The final payment, which is the amount retained is in amount $1,637.17. This payment will be made on or after August 16, 1935, in accordance with our letter of August 6th.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1668

Des Co

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

August 6, 1935.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 1668 - Berke Bros. Inc.

Will you kindly advise us the total amount to be paid under the above numbered contract for the construction of Unit 4, Redmond-Bend Section of the Dalles-California Highway in Deschutes County.

We would also appreciate knowing the amount of retained percentage if this has not already been paid to the contractors.

Very truly yours,

BATES, LIVELY & PEARSON

FCR/J

By Fred C Reed

Final #1,637.17

#1668

1228

August 6, 1935

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1668 for the construction of Unit 4 - Redmond Bend Section of The Dalles-California Highway in Deschutes County has been completed by the contractors, Berke Bros. Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after August 16, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $55,809.15 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

FORM S-C-1 10010 1-M 1-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

1232

July 26, 1935

Mr. R. H. Baldock,
State Highway Engineers,
Salem, Oregon.

Attention: Mr. H. G. Smith.

Dear Sir:

On April 20th we advised the Special Provisions which had been written in December for the balance of the Redmond-Bend section grading would need no changes other than reducing "Borrow Materials in Place" by 2000 yards on the Redmond end and that "Common Excavation" should be increased 400 cubic yards on account of an irrigation ditch change.

We have recently completed hauling the excess excavated materials from the Redmond Paving project and find that there was 2915.8 cubic yards placed instead of our estimated 2000 cubic yards.

Following are the station limits and yardage placed:

6 + 60
55.5 c. y.
7 + 00
1[illegible]0.9
7 + 50
[illegible]
8 + 00
21[illegible].6
+ 50
[illegible]
+ 5[illegible]

9 + 45
18.40 c. y.
9 + [illegible]0
[illegible]6.3
10 + [illegible]0
[illegible]1.[illegible]
+ 50
447.0
11 + 00
[illegible]73.9
+ 50
113.9
+ 90

13 + [illegible]0
5[illegible].9 c.y.
14 + 00
152.5
+ 50
49.9
14 + 73.2
86.7
15 + 13.2
1[illegible].2
+ [illegible].2
[illegible]
+ 92.2

Total 2915.8 C.Y.

NOTED
State Highway Engineer

The aforementioned fills are but partially complete as fence lines, irrigation ditches etc. prohibited building the complete fills.

If you have any difficulty rebracketing the quantities by reason of this change kindly send us the profile and we will correct it.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
cc S. H. Probert.

FORM 5-C-1 19010 1-M 1-28

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

1229

Mr. R. H. [illegible],
Salem, Oregon.

Attention: Mr. H. G. Smith.

Dear Sir:

[illegible] with [illegible] [illegible] just [illegible] [illegible] and a [illegible]. [illegible] on [illegible] place. [illegible] is a [illegible] [illegible] [illegible].

[illegible] estimates and [illegible] Irrigation Company [illegible] interested in this change, [illegible] conferences between [illegible] have decided that there would probably be no chance of doing the work.

I [illegible] the estimates and [illegible] as soon as they are [illegible] I will [illegible] your office.

Very truly yours,

K. D. [illegible]
[illegible] Engineer

[illegible]

Cost Analysis - Final Record July 1, 1935 123-D

The Dalles California Highway, Unit 4, Redmond-Bend Section, Grading Contract 1668, Prefix 9 PP.

Berke Brothers Inc., Contractors
Robert Gould, Resident Engineer.

State Highway Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$ 1,370.30	All		-	-	$ 5,000.00
Trench Excavation	381.50	510.9	Cu.Yds.	$0.75	$1.25	638.63
Common "	1,652.20	15,019.8	" "	0.11	0.60	9,011.88
Solid "	22,706.26	21,420.6	" "	1.06	0.60	12,852.36
Borrowed Embmt.Material	15,603.85	97,523.3	" "	0.16	0.20	19,504.66
Overhaul	1,893.96	63,131.3	Yd. Sta.	0.03	0.02	1,262.63
Finishing Roads & Slopes	3,291.15	6.62	Mi.	497.15	400.00	2,648.00
Class "A" Concrete	381.94	14.69	Cu.Yds.	26.00	26.00	381.94
Rip Rap	590.12	737.2	" "	0.80	1.50	1,105.80
12" Corr. Iron Pipe	286.00	220.0	Lin. Ft.	1.30	1.20	264.00
18" " " "	1,361.35	728.0	" "	1.87	1.50	1,092.00
18" Concrete Pipe	2,083.20	711	" "	2.93	2.50	1,777.50
18" Corr. Iron Siphon Pipe	315.70	154	" "	2.05	2.00	308.00
	$ 51,917.53					$ 55,847.40

Gross Revenue	$ 55,847.40
Total Cost	51,917.53
Net Profit	$ 3,929.87

Net Profit Equals 7.6% of Cost

E. H. Clymer

The Dalles-California Highway - Unit 4, Redmond-Bend Section, Grading, Contract 1668 Prefix 9 PP.

Details of Cost

Labor				
Labor			$ 15,232.08	
Supervision			1,712.50	
State Industrial Accident Insurance			1,092.19	18,036.77
Material				
12" Corr. Iron Culv. Pipe	220 LF	at 0.86	189.20	
12" " " " " Bands	11	" 1.08	11.88	
18" " " " "	728 LF	" 1.24	902.72	
18" " " " " Bands	35	" 1.85	64.75	
18" " " " Siphon Pipe	154 LF	" 1.62	249.48	
18" " " " " " Bands	6	" 1.85	11.10	
18" Concrete Pipe	711 LF	" 2.20	1,564.20	2,993.32
Equipment Rental, Supplies and Misc				
Equip. Rental			$ 13,683.00	
Gas, Oil & Grease			7,124.18	
Explosives			6,154.99	
Bits, Drill Steel and Drilling Supplies			415.61	
Small Tools and Supplies			773.04	
Office and Overhead			650.00	
Freight and Cartage			598.53	
Team Hire			319.00	
Bond 1% of Gross Revenue			558.47	
Liability Insurance			229.17	
Payment to Subcontractor for Class "A" Concrete			381.94	30,887.93

Cost Grand Total $51,917.53

E.H. Clymer

The Dalles California Highway, Unit 4, Redmond-Bend Section, Grading Contract 1668.
Prefix 9 PP.

Remarks:

This job was started Nov. 14, 1934, and was completed April 27,1935. Good progress was made throughout the winter as weather was mild and snow did not exceed about six inches.

The common and borrow excavation was disintregated lava, ideal material for scraper to handle. The borrow pits were conveniently located near the right of way - average haul about 700 feet.

A 12 Cu. Yd. Isaacson carryall scraper pulled with an 80 H.P. Diesel Cletrac excavated 62,500 Cu. Yds. in 1145 Hours - An average haul of 54.5 Cu. Yd. per hour at a cost of about $0.09 per Cu.Yd. About 10,000 Cu. Yds. were excavated with a 2 Cu.Yd. McMillan Scraper and a bulldozer powered with a 35 gas cat. A 1 Cu. Yd. shovel and five 3½ ton trucks excavated about 40,000 Cu. Yds. in 410 hours shovel operating time - An average of 97 Cu. Yds. per hour for a cost of $0.28 per cu. yd. Borrow excavation was measured in place and shrinkage was about 30%.

The solid excavation was a lava formation which was difficult to break up, due to crevices and pockets. The rock cuts with two exceptions were shallow varying from one to four feet in depth. The rock was drilled on three foot centers, loaded heavy with about 1½ pounds of 40% gelatine per cu. yd. and as many holes as possible were shot simultaneously to get the best lift. A Kohler light plant was used to ignite the caps and as many as 1600 caps were ignited at one time. In some places it was necessary to drill and shoot two and three times as the explosives would often shoot out thru seams or rocks and would not break up the rock. The cost of drilling and blasting was about 0.61 per Cu. Yd. The rock broke large and in the shallow cuts was difficult for shovel to pickup. A 1 cu.yd. shovel averaged only 35 cu. yds. per hour. The rock was hauled by truck and spread out in the bottom of low fills and was then covered with borrow embankment. Surplus rock was used for rip rap or was wasted.

Clearing was light,(Sage brush and Juniper trees) and cost was about $41.30 per acre.

Approximately $6,000.00 more profit could have been made if the 12 yard scraper had been used to excavate all common and borrow and shovel had not been used.

E.H. Clymer

No. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

June 25, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S.P.W. Project No. NRH 123-E (1935), Redmond-Bend, Unit 4, Sec., The Dalles-California Hwy., Deschutes County, was made by a representative of this office on June 14, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Adm
Bonds
Contractors Bonds.

#1668

RH 123-8

May 29, 1935

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Berke Bros., Inc. on Contract No. 1668 for the construction of Unit 4 - Redmond-Bend Section of The Dalles-California Highway in Deschutes County. This payment will be made on or after June 8th, 1935.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

FORM 5-C-1 18010 1-M 1-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

Const.
Contg Agmt
[illegible]

MAY 15 1935

May 14, 1935 ✓

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

Enclosed are the tracings you requested on the pits and hauling road easements on the Redmond-Bend Section Surfacing. Descriptions are attached to the tracings they apply to. The balance of your file on this matter is also enclosed.

A change was made on the Sarah Jarrett cinder pit and a new description prepared as more extensive prospecting showed the pit should be moved westerly.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
encls.

3R+123

nalysis to April 10 May 9,1935

The Dalles California Highway,Unit 4,Redmond Bend Section,Grading,Contract 1668, Prefix 9 PP.

Berke Brothers Inc,Contractors
Robert Gould,Resident Engineer

	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	1370.30	100		-	-	5000.00
Trench Excavation	193.70	225	Cu Yds	0.86	1.25	281.25
Common Excavation	1591.75	14470	" "	0.11	0.60	8682.18
Solid Rock Excavation	20579.16	19919	" "	1.03	0.60	11951.34
Borrow Embankment in Place	14605/64	91254	" "	0.16	0.20	18250.80
Overhaul	1516.20	50540	Sta	0.03	0.02	1010.80
Finishing Roadbed and Slopes	3023.30	5.8	Miles	521.25	400.00	2320.00
Rip Rap	590.12	737	Cu Yds	0.80	1.50	1105.80
12" Corr Iron Pipe	137.80	106	Lin Ft	1.30	1.20	127.20
18" " " "	1361.42	728	" "	1.87	1.50	1092.00
18" Concrete Pipe	2048.20	699	" "	2.93	2.50	1747.50
18" Corr Iron Siphon Pipe	114.80	56	" "	2.05	2.00	112.00
Total	47132.39					51680.87

Gross Revenue	51680.87
Cost	47132.39
Net Profit	4548.48

Net Profit Equals 9.6 % of cost

E.H.Clymer

[illegible] April 10 [illegible] 9,1935

[illegible]ifornia Highway,Unit 4,Redmond Bend Section,Grading,Contract 1668, [illegible] 9 PP.

Details of Cost

Labor			
Labor		14977.18	
Supervision (Superintendent and Bookkeeper)		1125.00	
State Industrial Accident Insurance		1027.14	
			17129.32
Material			
12" Corr Iron Pipe	106 LF at 0.86	91.16	
12" " " " Bands	5 at 1.08	5.40	
18" " " "	728 LF at 1.24	902.72	
18" " " " Bands	35 at 1.85	64.75	
18" " " Siphon Pipe	56 LF at 1.62	90.72	
18" " " " " Bands	2 at 1.85	3.70	
18" Concrete Pipe	699 LF at 2.20	1537.80	
			2696.25
Equipment Rental,Supplies and Misc			
Equipment Rental		13115.65	
Gas,Oil and Grease		5340.71	
Explosives		6118.14	
Bits,Drill Steel and Drilling Supplies		415.61	
Small Tools,Office Supplies and Misc.		744.19	
Freight and Cartage		592.63	
Team Hire		295.00	
Bond 1% of Gross Revenue		516.81	
Liability Insurance		168.08	
			27306.82

Cost Grand Total $47132.39

E.H.Clymer

alysis to April 10 1935

ifornia Highway,Unit 4,Redmond Bend Section,Grading,Contract 1668,
9 IF.

Remarks:

This job was started Nov 14,1934 and to April 10 was about 95% complete. Good progress was made thruout the winter as weather was mild and snow did not exceed about six inches.

Common and borrow excavation was disintregated lava.Approximately 65000 Cu Yds was moved with a 80 HP Diesel Cletrac on a 12 Cu Yd Carryall Scraper and a 35 HP Gas Cletrac with a Bulldoser and a McMillan Scraper for a cost of about eight cents per Cu Yd.Approximately 40000 Cu Yds was moved with a one Cu Yd Shovel and four Cu Yd Trucks for a cost of about twentyeight cents per Cu Yd.

Solid Excavation; A lava formation which was difficult to break up.The rock cuts with two exceptions were shallow.Rock was drilled on three foot centers,loaded heavy with about 1 pounds of 40 gelatine per Cu Yd and as many holes as possible were shot simultanecus to get the best lift.A Kohler Light Plant was used to ignite the electric caps and as many as 1600 were ignited at one time.In some places it was necessary to drill and shoot two and three times as explosive would often shoot out thru seams or pockets and would not break up the rock.The cost of drilling and blasting was about 0.62 per Cu Yd.The rock broke big and was difficult to handle.A 1 Cu Yd Shovel averaged only about 35 Cu Yds per hour.The rock was hauled by truck and spread in the bottom of low fills and was then covered with borrow embankment. Surplus rock was used for Rip Rap or was wasted.

Clearing was light,thru sage brush and Juniper trees and was done for a cost of about $41.30 per acre.

This job was completed the last part of April .Final report will be issued when Final Estimate is completed and the Contractor has all the bills in.

E.H.Clymer

Encl.

Form 338—5M—9-34

ON STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 27, 1935., 193

Section Redmond-Bend, Unit 4.

Kind of work Grading

Highway The Dalles California,

Section prefix 9-PP (NRH-123-D)

Contractor Berke Bros., Inc.

Contract number 1668

Date of contract Nov. 1, 1934, 193

Date of completion July 31, 1935., 193

Date work started Nov. 15, 1934, 193

Estimated date of completion April 27, 1935, 193

Amount of contract . . . . . . $ 59282,00

Per cent of time elapsed 70% %

Estimated cost of completed project, exclusive of engineering . . . . $ 55000.

Per cent of contract completed, based on total contract price . . . . 100. %

Engineering costs to date, $ 2650., 4.8 %

Date project was completed April 27, 1935., 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Construction work on this project was completed today.

Signed

Address Resident Engineer,
Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

kdl/e
encl.

DIVISION ENGINEER

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.62				
Miles partially completed					
Miles completed	6.62				
Total estimated quantities	144000				
Estimated quantities moved or placed to date	130000				
Average daily quantities	500				
Average daily quantities necessary to complete project on time					
Number shifts per day	2				
Hours per shift	5				
Average force on project for week	12				

Percentages of men employed on contract to be secured from:

Deschutes County, 100 %; .... County, ... %; .... County, ... %; .... County, ... %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Deschutes COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					3	7
Men and teams	0						0
Men and trucks under 3 tons	2						2
Men and trucks over 3 tons	0						0
Men and tractors	3						3

Equipment used during week: Shovels 0, Power graders 0, Rollers 0, Mixers 0, Crushing or screening plants 0,

Compressors 1, Bull dozers 0, Sheet-foot rollers 0., Isaacson, 1, McMillan, 1, Tractors, 2.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair	none	
Tuesday	"	"	
Wednesday	"	"	
Thursday	"	"	
Friday	"	"	
Saturday	"	"	

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

NOTED
[illegible] Highway Engineer

kdl/e
encl.

FORM 5-C-1 15010 1-M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

April 6, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

In the construction of Unit 4 of the Redmond-Bend Section it was necessary to tear out a bridge across the Pilot Butte Canal which was used by Ole Hansen. This bridge was within the right of way purchased from the State Land Board but in agreeing upon the settlement for land acquired from Ole Hansen, Mr. McCallister agreed to replace this structure at another location on Mr. Hansen's land and outside of our right of way.

We figured up the cost of replacing this bridge and it came to about $125.00, however, we took the matter up with Mr. Hansen and he agreed that in as much as the bridge would be built of new lumber he would be willing to do the work in connection with the erection and it was finally decided, subject to your approval, to pay Mr. Hansen $75.00 and he would buy the lumber and build the bridge relieving us of all responsibility and if this meets with your approval, the attached Order for State Work on Contract Projects,, which is attached hereto, we ask that you please approve. There is about three M. F. B. M. in the structure and t e price of the lumber here is $25.00 per thousand.

If this is signed kindly notify me by wire as Mr. Hansen wants to start work next Tuesday, this being the last week in which water will be out of the canal.

Further details regarding this matter is contained in Mr. Gould's letter of March 19.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

NOTED
Highway Engineer

kdl/e
encl.

FORM 5-A-1 10610 15M 6-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

March 30, 1935.

12-3

NOTED
State Highway Engineer

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

Herewith five copies of agreement together with voucher for claim compensation, amount $60.00 relative to irrigation ditches on C. M. Rasmussen's property on the Redmond-Bend Section of the Dalles-California Highway.

These agreements have been executed by the Commission. After execution by Mr. Rasmussen, one copy may be retained by him and one copy may be kept for your own records, and the balance to be returned to this office with the executed voucher and approved bill.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

FORM 8-C-1 19010 1-M 1-35

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

March 18, 1935

123 D

Mr. R. H. Baldock, ✓
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

Attached is an "Order for State Force Work on Contract Projects" to cover the reconstruction of irrigation ditches on the C. M. Rasmussen property on the Redmond-Bend Section.

A copy of Resident Engineer Gould's letter of explanation of the advantages to the department of handling the work in this manner is also attached.

If you approve,a bill covering Mr. Rasmussen's claim for $60.00 will be in at once.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
encl.

NOTED

Federal Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRH 123-E (1935)

March 7, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Hwy 24042

3 B

Form P. R. 2

State Oregon

U.S.Public Works Hwy. Project No. NRH 123-B (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

3 P

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of January, 1935

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.):

Whereas the Highway Department of said State submitted on the 24th day of November, 1933, a project statement, which was approved by the Secretary on the 6th day of January, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 9th day of October, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty five thousand, two hundred ten and 20/100 dollars ($65,210.20) as the share of the United States payable under said act on account of Section B of said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

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FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 110+50 in the NE 1/4 of section 29, T 15 S., R 13 E., and survey station 450+00 in the west 1/2 of section 26, T 16 S., R 12 E., W.M., the north end of section C of said project, (excepting therefrom bridge at station 436+79 to station 436+85).

, length 6.008 miles, in Deschutes County, being Section B of Oregon U.S.Pub.Wks. Hwy. project No. NRH 123 (1935) consisting of 6.008 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~ known locally as the Redmond-Bend section of The Dalles-California Highway between official control points Bend and Redmond.

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CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

8

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 3 of said project shall not in any event exceed the sum of **sixty five thousand, two hundred ten and 20/100** dollars ($**65,210.20**), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

d~~ollars ($~~ **is** ~~is~~ the approved total estimated cost of Section 3 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927 and Chap. 249, Laws of 1931.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 21st day of Feby, 1925

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U S GOVERNMENT PRINTING OFFICE: 1923 8—5518

By
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

3 B

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department ~~as~~ U.S.Pub. Wks.Hwy. Project No. NRH 123-E (1935) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 65,210.20 as the total estimated cost of said project, and the sum of $ 65,210.20 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 21st day of February one thousand nine hundred and thirty-five

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4800

Cos[illegible]sis to Jan 10 [illegible]Jan 15,1935

The Dalles California Highway,Redmond Bend Section,Grading,Contract 1668,Prefix 9PP.

Berke Brothers,Contractors
Robert Gould,Resident Engineer

	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	[illegible]	[illegible]				3500.00
Trench Excavation	[illegible]	73	Cu Yds	0.56	1.25	91.25
Common Excavation	1[illegible].6[illegible]	[illegible]67	Cu Yds	0.11	0.60	56[illegible].38
Solid Excavation	6655.0[illegible]	7615	Cu Yds	[illegible].87[illegible]	0.60	4569.00
Borrow Embankment in Place	7[illegible]2.2[illegible]	46132	Cu Yds	0.17	[illegible].20	9226.38
Overhaul	[illegible]	17[illegible]	Yd Sta	[illegible].02	0.02	340.00
Finishing Roadbed and Slopes	[illegible]	[illegible].5	Mile	[illegible]	400.00	[illegible]00.00
Riprap (At Channel Change)	[illegible]	[illegible]	Cu Yds	[illegible]	1.50	876.45
12" Corr Iron Culv Pipe	[illegible]	[illegible]	Lin Ft	1.[illegible]2	1.20	127.20
18" " " " "	[illegible]	[illegible]	" "	1.[illegible]	1.50	1011.00
18" Concrete " "	[illegible]	[illegible]	" "	[illegible].90	2.50	1177.50
Total	[illegible]					267[illegible].16

Gross Revenue	[illegible].16
Total Cost	[illegible].1
Net Profit	[illegible]

Net profit equals [illegible] of Total Cost

RECEIVED
JAN [illegible], 1935

[illegible]. [illegible]. Clymer

Cost Analysis to Jan 10 Jan 15,1935

The Dalles California Highway,Redmond Bend Section,Grading,Contract 1668,Prefix 9 PP.

Cost Details:

Labor				
Labor			[illegible]	
Supervision			[illegible]	
State Industrial Accident Insurance			4[illegible]	
				[illegible]
Material				
12" Corr Iron Galv Pipe	1.6 l.F.	at [illegible]	1.16	
12" " " " " Bends	5	at 1.0[illegible]	5.40	
18" " " " "	374 L.F.	at 1.[illegible]	[illegible]55.76	
18" " " " " Bends	[illegible]	at 1.[illegible]5	[illegible]1.05	
18" Concrete Pipe	[illegible]71 L.F.	at .[illegible]	1[illegible]	
				[illegible].57
Equipment Rental,Supplies and Misc:				
Equipment Rental			[illegible].15	
Gas,Oil and Grease			[illegible].00	
Explosives			1500.00	
Freight and Cartage			515.[illegible]	
Bond 1% of Gross Revenue			2[illegible]	
Small Tools, Supplies and Misc			82[illegible].50	
Liability Insurance on Shovel			1[illegible]	
[illegible] Ins.			75.00	
				11815.15

Cost Grand Total [illegible].14

[illegible]

[illegible] to Vol. 1 Jan 15,1954

The Dalles California Highway, [illegible] Section, Grading, Contract 166[illegible], Prefix [illegible] Pr.

[illegible] Brothers Inc., Contractors
Robert [illegible], Resident Engineer

Remarks:

This job was started Nov 1, [illegible] to Jan 1, was about [illegible] complete. Good progress has been made, weather has been good for winter, only about [illegible] inches of snow and thermometer has been holding at about freezing. Contractor has good equipment and operates efficiently. An 80 H.P. Diesel Cletrac and a 12 Cu Yd Isaacson Hydraulic Tired Scraper are proving exceptionally efficent in the moving of disintegrated Lava (Common Excavation and Borrow Embankment). This Equipment operating 4 five hour shifts per day is averaging about 70 Cu Yds per hour at a cost of about $0.07 per Cu Yd. Average haul about 700 feet.

Clearing; Some Brush and Juniper Trees. Approx 45 acres in R of W of which 12 acres has been cleared by County Relief Crew and about 10 acres was thru open fields leaving about 23 acres which was cleared for about $[illegible]5.00 or an average cost of about $41.5[illegible] per acre. The brush was cut by hand labor, small Junipers were pulled by Team and large Junipers were pulled with 30 Cat. Borrow pits are being cleared as required, most of work is done with shovel or cat.

Most of the Common Excavation has been moved with an 80 H.P. Cletrac and a 12 Cu Yd Scraper. A small part was moved with shovel and trucks and a small part was moved with a 30 Cletrac and bulldozer.

Solid Excavation; Lava formation which is tough and difficult to shoot. The Rock Cuts with two exceptions are shallow. Rock is drilled on three foot centers, loaded heavy about 1[illegible] pounds of 40% dynamite per cu yd. As many holes as possible are shot simultaneous to get the best lift. A Kohler Light Plant is used to ignite the electric caps and as many as 340 has been ignited at one time. The rock breaks big and is ~~diffi~~ difficult to handle. A 1 Cu Yd Shovel and Trucks average about 40 Cu Yds per hour. The rock is hauled and spread in the bottom of fills and will be covered later with borrow embankment.

Borrow Embankment in place; disintegrated lava obtained from borrow pits conveniently located along R of W, average about 700 ft haul. Approx 25,000 Cu Yds were moved with a 80 H.P. Cletrac and a 12 Cu Yd Scraper at an average cost of about $0.07 per cu yd. Approx 21,000 Cu Yds was moved with a 1 Cu Yd Shovel, ~~four~~ five four cu yd trucks and a 30 cat with bulldozer at an average cost of about $0.28 per Cu Yd.

The finishing cannot be done until the snow and frozen ground thaw. About 60% of the length of the job has been roughed in. The finishing will require considerable time and expense and the percentage of profit will be greatly reduced.

[illegible] Plymer

December 18, 1934

123 E

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for Unit No. 4, Redmond-Bend Section, Project No. NRH 123-E (1935).

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/CS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRH 123-B (1935)

UNIT NO. 4. REDMOND-BEND SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 11, 1934

All Required		Clearing and Grubbing		$ 5,000.00
200	cu. yds.	Trench Excavation	$ 1.25	250.00
20,000	cu. yds.	Common Excavation	0.60	12,000.00
21,000	cu. yds.	Solid Rock Excavation	0.60	12,600.00
103,000	cu. yds.	Borrowed Embankment Materials in Place	0.20	20,600.00
45,000	yd. sta.	Overhaul	0.02	900.00
6.62	miles	Finishing Roadbed and Slopes	400.00	2,648.00
10	cu. yds.	Class "A" Concrete	26.00	260.00
660	cu. yds.	Riprap	1.50	990.00
120	lin. ft.	12" Corr. Iron Pipe	1.20	144.00
830	lin. ft.	18" Corr. Iron Pipe	1.50	1,245.00
970	lin. ft.	18" Concrete Pipe	2.50	2,425.00
110	lin. ft.	18" Corr. Iron Siphon Pipe	2.00	220.00

Sub-total	$ 59,282.00
10% Engr. & Cont.	5,928.20
Total	$ 65,210.20

Length of Roadwork	6.609 miles
" " 1 Bridge	.008 mile (Exception)
Total Length	6.617 miles
Cost per mile	$ 9,866.87

NRH Funds Requested.. $ 65,210.20

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

1238

December 7, 1934

Berke Bros. Inc.
2815 S. E. Harrison St.
Portland, Oregon

Gentlemen:

We are sending you by express an executed copy of the contract that was awarded to you on November 1 for the grading of Unit No. 4, Redmond-Bend Section of The Dalles-California Highway in Deschutes County.

This copy is for your records and files.

Very truly yours,

Secretary

AJ

November 8, 1934

123B

Derks Bros., Inc.
2815 N. E. Stanton Street
Portland, Oregon

Gentlemen:

For use in connection with the Unit No. 4, Redmond-Bend grading project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, O'Kane Building, Bend, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MB

Encl.

cc Mr. K. D. Lytle
Mr. R. B. Gould

123D

November 2, 1934

McCollister & Campbell, Inc.
Rainier Building
208 Marion Street
Seattle, Washington

Attention: Mr. Clyde Philp

Gentlemen:

We acknowledge receipt of yourletter of November 1st requesting that the Myers & Goulter contract forms covering the Redmond-Bend Section of The Dalles-California Highway, for which Myers & Goulter were low bidders yesterday at the meeting of the Oregon State Highway Commission, be sent to you direct.

We prefer to have requests of this nature come to us direct from the contractor. Therefore unless the contractor so requests, it will be necessary for us to send the forms direct to him in conformance with the practice that we have followed ever since the Oregon State Highway Department has been organized.

Very truly yours,

HBG:OG

Secretary.

cc Myers & Goulter
3227 First Avenue
Seattle, Washington

7-17-34 10m

TELEPHONE: MAIN 7772

McCOLLISTER & CAMPBELL, INC.
GENERAL AGENT
UNITED STATES FIDELITY AND GUARANTY COMPANY
RAINIER BUILDING, 208 MARION STREET

SEATTLE, WASH.

November 1st, 1934.

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

We are writing at the request of Myers & Goulter which firm to-day submitted the low bid on 6.62 miles of grading Unit No. 4, Redmond - Bend Section of The Dalles - California Highway and ask that you kindly forward to us the contracts for this work. Both Mr. Myers and Mr. Goulter will be out of town for some time and asked that we obtain the contracts for this work and hold them. They expect to get in touch with us next week.

Assuring you of our appreciation of your courtesy, we are,

Yours very truly,

McCOLLISTER & CAMPBELL: INC.

By Clyde Philp

p

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST OFFICE BUILDING
PORTLAND, OREGON

November 1, 1934

RECEIVED
NOV - 3 19

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S. Public Works highway project NRH 123-D (1935), Unit 4, Redmond-Bend section of The Dalles-California Highway, to Burke Bros., Portland, who submitted the low bid of $59,282.00.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

October 3, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Unit No. 4, Redmond-Bend Section, Project No. NRH 123-D (1935).

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

In connection with this project provision has been made to measure the borrowed embankment materials in the completed embankment, this method being necessary for the reason that the shallow and irregular nature of the borrow pits make accurate measurement of them extremely difficult.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRH [illegible]-D (1935)

UNIT NO. 2. [illegible]-[illegible] SECTION [illegible]

THE DALLES-CALIFORNIA [illegible] [illegible] [illegible] COUNTY

(Estimate to accompany plans and specifications, and as basis for project agreement.)

Salem, Oregon, October 3, 1934

All Required		Clearing and Grubbing		$ 700.00
[illegible]00	cu. yds.	Trench Excavation	$ 1.00	[illegible]00.00
[illegible],000	cu. yds.	Common Excavation	0.[illegible]	4,[illegible]0.00
1,000	cu. yds.	Solid Rock Excavation	1.00	[illegible]1,000.00
103,000	cu. yds.	Borrowed Embankment Materials in Place	0.[illegible]	[illegible],7[illegible]0.00
[illegible],000	yd. sta.	Overhaul	0.0[illegible]	[illegible]00.00
6.6[illegible]	miles	Finishing Roadbed & Slopes	[illegible]0.00	1,3[illegible]4.00
10	cu. yds.	Class "A" Concrete	[illegible]5.00	[illegible]50.00
660	cu. yds.	Rip Rap	1.50	[illegible]00.00
1[illegible]0	lin. ft.	1[illegible]" Corrugated Iron Pipe	1.50	1[illegible]0.00
[illegible]30	lin. ft.	1[illegible]" Corrugated Iron Pipe	[illegible].00	1,[illegible]0.00
[illegible]70	lin. ft.	1[illegible]" Concrete Pipe	.[illegible]	1,[illegible]0.00
110	lin. ft.	1[illegible] [illegible] Pipe	.[illegible]	[illegible].00
			Sub-total	$ [illegible]0,199.00
			10% Engr. & Cont.	6,01[illegible].[illegible]0
			Total	$ 66,[illegible]1[illegible].90

Length of Roadway	.[illegible] miles
[illegible] [illegible] Bridge	.[illegible] mile (Exemption)
Total Length	[illegible].[illegible]17 miles
Cost per Mile	$ 10,[illegible]1[illegible].[illegible]0

NRH Funds Requested . . . . $ 66,[illegible]1[illegible].90

CONTRACT#1669,

10-1201 Mystic Creek-Winston Sec., 1934
1669 Maintenance Materials

FORM 8-A-1 10619 10M 6-34

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

April 12, 1935.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Mr. A. S. Wallace, who had the contract on the Mystic Creek-Winston Section, Coos Bay-Roseburg Highway, contract #1669, was in the office today inquiring about final payment.

Will you please advise Mr. Wallace regarding same. The final estimate was forwarded to your office on February 1st, 1935.

Very truly yours,

E. A. COLLIER
Division Engineer

By CDC
C. D. Cannon
Office Engineer

cc. R. H. Baldock
CDC:AWF

NOTED
[illegible] Engineer

#1669

10[illegible]

March 14, 1935

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1669 for the construction of the Mystic Creek-Winston Section of the Coos Bay-Roseburg Highway in Douglas County has been completed by the contractor, A. S. Wallace, and that final settlement will be made by the State with said contractor for work done under said contract on or after March 24, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $10,512.37 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

10 DC

FORM 2-8-1 19008 1-M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

March 11, 1935.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

On February 1st, we sent in the final estimate for Mystic Creek-Winston maintenance materials, contract #1669. Mr. Wallace states he has not yet received voucher.

Please advise what progress is being made in checking this.

Very truly yours,

E A Collier
E. A. COLLIER
Division Engineer

cc. R. H. Baldock
EAC:AMF

#1669
Douglas Co

10DC

February 8, 1935

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the intention of the State Highway Commission to make semi-final payment to A. S. Wallace on Contract No. 1669 for the construction of the Mystic Creek-Winston Section of the Coos Bay-Roseburg Highway in Douglas County. This payment will be made on or after February 15, 1935.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Feb. 2, 1935, *193*

Section MYSTIC CREEK - WINSTON

Kind of work Crushed gravel in stockpile

Highway Coos Bay - Roseburg

Section prefix 10 DC

Contractor A. S. Wallace

Contract number 1669

Date of contract Nov. 1, 1934, *193*

Date of completion Jan. 21, 1935, *193*

Date work started Nov. 6, 1934, *193*

Estimated date of completion , *193*

Amount of contract $ 9000.00

Per cent of time elapsed 50 %

Estimated cost of completed project, exclusive of engineering $ 9900.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 460.00, 5.1 %

Date project was completed Jan. 21, 1935, *193*

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mon. Remeasured two reject stockpiles and had 3 men calculating on simi- final estimate.

Tues. Had 3 men calculating simi- final estimate.

Wed. Turned in simi-final estimate to-day.

Did not work on this project the rest of this week.

FEB [illegible] - 1935

Signed

Address Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			21.81		
Miles partially completed			"		
Miles completed			"		
Total estimated quantities			6000 C.Y.		
Estimated quantities moved or placed to date			6066 "		
Average daily quantities			80 "		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,
Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

1

10DC

December 21, 1934

Associated Oil Company
866-878 Pittock Block
Portland, Oregon

Attention: Mr. J. H. Dalton
Northern Division Credit Manager

Gentlemen:

Regarding the contract recently awarded to A. S. Wallace, I wish to say that this is State Highway contract No. 1669, and is for the furnishing of rock for the Mystic Creek-Winston Rock Production Project in Douglas County.

The bond furnished in connection with this contract was written by the United States Fidelity & Guaranty Company for whom M. K. Sprott, PorterBuilding, Portland, is local agent. The amount of the bond id $9,000.00. The contract is dated November 1, 1934.

Very truly yours,

Secretary.

RBG:OG

ASSOCIATED OIL COMPANY

866-78 PITTOCK BLOCK

PORTLAND, OREGON

December [illegible], 1934

State of Oregon Highway Dept.:
Salem, Oregon

Gentlemen: Re: [illegible]
[illegible], Oregon

We are serving [illegible] State of Oregon Contract No. 1603, a rock crushing job located [illegible] miles [illegible] near Roseburg, Oregon, [illegible] "[illegible] Creek [illegible] Rock Production Products."

[illegible] this job is protected by bond in the amount of [illegible],000.00, [illegible]

We will very much appreciate it if [illegible] information.

Yours very truly,

ASSOCIATED OIL COMPANY

J H Dalton

J. H. DALTON
Northern Division Credit Manager

JHD:L

NRA
WE DO OUR PART

December 7, 1934

1080

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

We are sending to you today by express a fully executed copy of contract #1669 awarded to you on November 1, 1934, for the furnishing of crushed gravel on the Mystic Creek-Winston Section of the Coos Bay-Roseburg Highway-in Douglas County.

This copy is for your records and files.

Very truly yours,

OG

Secretary.

1-DC

November 2, 1934

Mr. A. S. Wallace
Roseburg
Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on November 1 for furnishing crushed gravel in stock piles for the Mystic Creek-Winston Rock Production Project on the Coos Bay-Roseburg Highway in Douglas County, and has awarded to you the contract for such work at your bid price of $9,000.00.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Mr. Probert

November 7, 1934

10DC

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

For use in connection with the Mystic Creek-Winston Rock Production project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Courthouse, Roseburg, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc L. A. Collier

FORM 2-A-1 13995 15M 9-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

September 25, 1934

10 DC

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

Specifications have been submitted by Mr. Collier for 6000 cubic yards of maintenance material on the Mystic Creek-Winston Section, total cost $9540.00.

These are being handed to Mr. Probert for inclusion in the next letting. Will you kindly secure the approval of the Commission on this project.

Yours very truly,

H G Smith

H. G. SMITH,
CONSTRUCTION ENGINEER.

OK

REFERRED TO
Glaisyer
By State Highway Engineer

[illegible]

HGS/H

FORM 2-C-1 1M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
~~E. B. ALDRICH~~, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

10-12

[illegible] 1938
STATE HIGHWAY COMMISSION

Gravel Project [illegible]

February 8, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. SMITH

Dear Sir:

The special provisions for the Mystic Creek-Brockway Rock Production Project, Page 10, provide that "the gravel used in the namufacture of the 3/4" - 1/2" and 1/2" - 1/4" sizes of crushed materials shall be gravel from which all material that will pass a screen having one-inch (1") square openings has been eliminated."

The gravel in the sources provided is too fine to permit of the wasting of materials under one inch and if the provision is adheared to there will be insufficient gravel.

In writing the special provisions, I did not provide for the wasting of any materials and would recommend that a letter be sent to prospective bidders waiving the above quoted provisions.

Yours very truly,

K. D. Lytle
K. D. LYTLE
Division Engineer

KDL:MDG
cc--R. H. Baldock

Noted 2/11/38
sp. provisions
changed to 50% on
1" & contractors
notified.
GW

CONTRACT #1670,

NRH 190-C Barron Cr.-Torrent Cr., 1934
Grading

1670

RECEIVED [illegible] 1937 FOR FILING

Stencil No. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.__________

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 190-C, Barron Creek-Torrent Creek Section, Pacific Highway, ____________________, was made by a representative of this office on September 16, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Highway Engineer

Jm

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 18 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO. Stencil No. 124
Oregon FAP No. 190-C
Barron Cr.-Torrent Creek Section

February 17, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

A47 24082

Form P. R. 2

State Oregon

Project No. 190-C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of January, 1937

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of November, 1932, a project statement, which was approved by the Secretary on the 17th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 21st day of October, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of five thousand, one hundred thirty and no/100 dollars ($5,130.00) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 362+00, the south end of section A of said project, in the NW¼ of section 8, T. 40S., R.2E., W.M., and ending at survey station 384+00, at the north end of section E of said project, in the NW¼, sec. 8, T. 40S., R.2E., W.M.

, length 0.416 of a mile~~s~~, in Jackson County, being Section C of Oregon project No. 190, consisting of 0.416 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span,*

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section g of said project shall not in any event exceed the sum of five thousand, one hundred thirty and no/100 dollars ($5,130.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eight thousand, four hundred six and no/100 dollars ($8,406.00), the approved total estimated cost of Section g of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of February, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

8—1518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 190-C, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 8,406.00 as the total estimated cost of said project, and the sum of $ 5,130.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 4th day of February one thousand nine hundred and thirty seven

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4230

RECEIVED
NOV 30 1936
FOR FILING

190-C

November 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Barron Creek-Torrent Creek Section, F. A. Project No. 190-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 190-C

BARRON CREEK-TORRENT CREEK SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

.Salem, Oregon, November 18, 1936

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork- -	$ 82,272.88
NRH (1935) Funds Paid, Roadwork - - - - - - - - - - - - - - - - -	$ 81,226.18
Length- -	0.416 mile

NEW WORK

Surfacing and Bituminous Macadam

500	cu. yds.	Excavation, Single Classification	$ 0.30	$ 150.00
400	yd. mi.	Truck Haul	0.14	56.00
0.42	mile	Finishing Roadbed and Slopes	200.00	84.00
600	cu. yds.	Granite in Leveling Course and Shoulders	0.40	240.00
600	yd. mi.	Hauling Leveling Course and Shoulders	0.16	90.00
1,450	cu. yds.	Coarse Materials in Surfacing	1.40	2,030.00
400	cu. yds.	Key Materials in Surfacing	1.50	600.00
250	cu. yds.	Screenings	1.40	350.00
280	cu. yds.	¾" Rock in Shoulders	1.40	392.00
90	cu. yds.	Filler	0.40	36.00
130	yd. mi.	Hauling Filler	0.15	19.50
230	M-Gal.	Sprinkling	1.50	345.00
0.42	mile	Preparation of Base	100.00	42.00
660	cu. yds.	Mineral Aggregate in Place	2.80	1,848.00
44	tons	Asphalt in Place	25.00	1,100.00
10	tons	Cutback Asphalt in Binder Course	26.00	260.00
			Subtotal	$ 7,642
			10% Engr. & Cont.	764
			Total	$ 8,406

Length	0.416 mile
Cost per mile	$ 20,206

Federal Aid Funds Requested- -	$ 5,130
State Funds- -	3,276
	$ 8,406

State Funds for Constr: Chap. 175, laws 1917; Chap. 41, laws 1920
State Funds for Maint: Chap. 41, laws 1927

190-C

October 16, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Barron Creek-Torrent Creek Section, F. A. Project No. 190-C.

Five blueprint copies of the quantity summary sheet and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. 190-C

BARROW CREEK-TORRENT CREEK SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, October 16, 1936.

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork- -	$82,272.88
NRH (1935) Funds Paid, Roadwork - - - - - - - - - - - - - - - - - -	81,226.18
Length- -	0.416 miles

NEW WORK

Surfacing and Bituminous Macadam

500	cu. yds.	Excavation, Single Classification	$ 0.50	$ 250.00
400	yd. mi.	Truck Haul	0.18	72.00
0.42	mile	Finishing Roadbed and Slopes	100.00	42.00
600	cu. yds.	Granite in Leveling Course & Shoulders	0.40	240.00
600	yd. mi.	Hauling Leveling Course & Shoulders	0.14	84.00
1,450	cu. yds.	Coarse Materials in Surfacing	1.75	2,537.50
400	" "	Key Materials in Surfacing	1.75	700.00
250	" "	Screenings	1.75	437.50
280	" "	3/4" Rock in Shoulders	1.75	490.00
90	" "	Filler	0.40	36.00
130	yd. mi.	Hauling Filler	0.18	23.40
230	M-Gals.	Sprinkling	2.50	575.00
0.42	mile	Preparation of Base	100.00	42.00
660	cu. yds.	Mineral Aggregate in Place	2.40	1,584.00
44	tons	Asphalt in Place	26.00	1,144.00
10	"	Cutback Asphalt in Binder Course	27.00	270.00

Subtotal- - - - - - -	$ 8,527
10% Engr. & Cont. - -	852
Total- - - - - - - - - -	$ 9,379

Length	0.416 mile
Cost per mile	$22,545

Federal Aid Funds Requested- -	$ 5,720
State Funds- -	3,659
	$ 9,379

190-C

June 24, 1936

Berke Brothers
2815 S. E. Harrison St.
Portland, Oregon

Gentlemen:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of August 29, 1935 for an extension of time in which to complete your contract for grading Barron Creek-Torrent Creek Section of the Pacific Highway in Jackson County. There follows an excerpt from the minutes of the State Highway Commission meeting held on September 26, 1935 covering this matter:

"Berke Bros., Inc., contract No. 1670 for grading Barron Creek-Torrent Creek Section of the Pacific Highway in Jackson County, requested an extension of time of 30 days, from August 31 to September 30, 1935, in which to complete this project, giving as their reason that they encountered extremely hard material during the last two or three weeks of their operations which greatly handicapped the progress of their work. The Engineer advised that the reason given by the contractor for the delay is substantially correct. He further advised that the traveling public has not been inconvenienced by the contractor's delay because this section is not on the present traveled highway; also that the cost of supervision has not been greatly increased because the resident engineer and his crew have been employed on other work at the same time. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote."

This information is given you simply to complete your records and files on this subject.

Very truly yours,

Secretary

DP

FORM 5-A-1 5M 11-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

190

FEB [illegible]
OREGON

Feb. 6, 1936

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto you will find five copies of Price Agreement to cover the removal of slides on the Barron Creek-Torrent Cerek Section of the Siskiyou job.

Berke would like permission to start immediately on this as he is cramped at present for a place to work his shovel. He has agreed to move the slide for 30¢ and overhaul 01¢ and the material will go into the fill immediately south from the cut where the big slide is.

Please wire this office at your earliest convenience so that we can let him start Saturday or the latest, Monday if possible.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

#1670

190 C

December 6, 1935.

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1670, for the construction of the Barron Creek-Torrent Creek Section of the Pacific Highway in Jackson County has been completed by the contractors, Berke Bros., Inc., 2815 Harrison Street, Portland, and that final settlement will be made by the State with said contractors for work done under this contract, on or after December 16, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $79,663.74, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

FORM 9-A-1 6M 9-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Dec. 2nd, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: J. W. McCALLISTER

Dear Sir:

Recently you returned to Whitmore for verification of corrections the cross sections and estimate for the Barron Creek-Torrent Creek Section. There were two errors in the area of Class "A" material and these two corrections resulted in an increase of Class "A" material of something over 900 yards and a corresponding reduction in Class "B" material, the total area being correct.

Please advise, were any changes made in the classification in the Salem office? Mr. Whitmore thought it possible that a revision had been made in it. It was my opinion that no revision was made in the Salem office and that these were simply errors. He thought his boys had thoroughly checked these areas the first time over. I suggested on jobs hereafter that he compute the "A" area and the "B" area as well as the total area and this would give a better check than computing the "A" area and subtracting it from the total area for the "B" area. Also suggested that he submit a set of notes covering the cross sections of the class "A" area. If you have any suggestions to make on the matter please advise.

I regret having errors like this show up in the final estimates and am doing everything I can to eliminate them as they tend to weaken confidence in the accuracy of our work.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

190-c

October 22, 1935

Berke Bros.,
865 E. Harrison Street,
Portland, Oregon.

Dear Sirs:

I am handing you herewith for disposing of acceptance and execution four copies of agreement supporting your claim for extra compensation in connection with your contract with the State Highway Commission for the construction of the Barron Creek-Torrent Creek Section of the Pacific Highway in Jackson County, being State Highway Contract No. 1670.

Please execute all copies of this agreement and affix the seal of your corporation to each copy, following which please return all copies to this office for completion by the State Highway Commission. When fully executed we will forward copy for your records and files.

Yours very truly,

Secretary

HBG:D
Encl

FORM 5-A-1 22659 2M 6-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: S. H. PROBERT

-BARRON CREEK--TORRENT CREEK OVERRUNS AND UNDERRUNS-

Dear Sir:

On this project, completed Sept. 12th, by Berke Brothers, the following overruns and underruns in excess of 10% occurred.

Trench excavation overrun. This item was under estimated.

Class "B" excavation and overhaul underrun. The line was thrown out to balance quantities which reduced the amount of exc. and overhaul required. Further, the allowance of 8600 cubic yards was not required as few slides occurred during construction.

Truck Haul underrun. This item was put in the contract so we could have price if any truck haul became necessary. No truck haul occurred except under Price Agreement No. 2.

Finishing Roadbed and Slopes underrun. The estimate was 0.4 mile which included the last fill but finishing the last fill was not included in this project as material from the next project east is to be used to complete the fill.

Class "B" concrete and reinforcing steel underrun. The two box culverts were re-designed by the Bridge Department, resulting in a net saving to the State of some $1171. The reduction in the amount of steel made necessary an adjustment in price.

8" Porous draintile underrun. No suitable place to use 8" tile was found on the project.

9" Perforated iron pipe overrun. It was found necessary to use this type of drainage in the small draws covered by the large fills.

The total authorization for the job was $103,389 and the Semi Final Estimate is $83,779, a reduction of $20,000. This reduction was largely due to relocation of the line, thereby reducing quantities. There was also the saving due to redesign of culverts and there was a saving on contingencies.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith

EAC:AWF

FORM 2-8-1 33678 1M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

Oct. 18, 1935

R. H. Baldock
State Highway Engr.
Salem, Oregon.

BARRON CREEK-TORRENT CREEK
RECLASSIFICATION

Dear Sir:

The reclassification made by you on October 10th, resulted in a decrease of Class "A" of 1999 yards in the first cut and an increase of Class "A" of 1264 yards in the second cut. The difference in price between Class "A" and Class "B" is 15¢; hence the reclassification reduces previous classification $110.00.

The semi final estimate is being forwarded to Mr. Probert today.

We have not yet received abrasion tests from the laboratory on the samples taken on your trip.

Very truly yours,

E A Collier
E. A. COLLIER
Division Engineer

EAC:AWF

Form 338—5M—2-34

140-C

OR N STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct 12, 1935

Section Barron Creek - Torrent Creek

Kind of work Grading

Highway Pacific

Section prefix 15 - 1105

Contractor Berke Bros Inc

Contract number 1670

Date of contract Nov 14 1, 1934

Date of completion Aug 31, 1935

Date work started " 14, 1934

Estimated date of completion ......, 193...

Amount of contract . . . . . . $93990.

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $......

Per cent of contract completed, based on total contract price . . . . %

*Engineering costs to date, $*4250., 5.3 %

Date project was completed Sept 12, 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Engineers staking line and clearing and reference points and running levels etc., on jobs coming up; Ashland - Neil Creek and Torrent Creek-Wall Creek.

RECEIVED
OCT 1 1935

P P Whitmore

Signed P. P. Whitmore, Resident Engineer.

Address Ashland, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

190-C

October 1, 1935

Mr. H. G. Smith
Office

Dear Sir:

I plan on taking the train on the night of Wednesday, October 9, for Ashland, spending Thursday morning in classifying the Siskiyous, returning that night by train to Salem.

I wish you would go with me and notify Collier.

I am sending a copy of this letter to McFarland and asking him to get round-trip tickets and berths for each of us.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. James McFarland

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

adm

7:15 P.M

October 1, 1935.

9:00 P.M

6:50 P.M.

Mr. H. G. Smith
Office

Dear Sir:

I plan on taking the train on the night of Wednesday, October 9, for Ashland, spending Thursday morning in classifying the Siskiyous, returning that night by train to Salem.

I wish you would go with me and notify Collier.

I am sending a copy of this letter to McFarland and asking him to get round-trip tickets and berths for each of us.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. James McFarland

#1 -

7:30 P.M

20230 1M 3-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

Sept. 17, 1935

R. H. Baldock
State Highway Engr.
Salem, Oregon.

Dear Sir:

Berkes have finished the Barron Creek-Torrent Creek Section and Whitmore has computed the quantities.

Mr. Smith advises that you wish to make classification. I am sending in today the regular monthly estimate and will hold the cross section sheets and final estimate at Ashland. I suggest you might wish to bring down the cross section sheets for von der Hellen's job if you wish to compare classification on the two contracts.

Please advise when you expect to make classification on this job. All three of the Berke brothers are repairing their machinery on the job at present. They have made no complaint to Whitmore or myself concerning classification so far and Clymer's report indicates they have made a very fair profit on the job.

Very truly yours,
EACollier
E. A.COLLIER
Division Engineer

cc. H. G. Smith

EAC:AWF

FORM S-A-1 82656 2M 6-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

131

Sept. 10, 1935

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Your letter of Sept. 9th, received concerning Berke Brothers contract on the Siskiyous.

Yesterday, after talking to Mr. Libby, I called Whitmore and told him to let Berkes go ahead with the extra clearing and borrow and sent a copy of confirmation letter to you. Later in the evening Whitmore called up and said that Berkes preferred not to go ahead with this additional clearing and borrow as they had lost the past week and some of their crew were gone. I told Whitmore this would be alright and Berkes will therefore complete his job some time this week.

I think Berkes will not complain about the total yardage on their job being less than the contract quantity for the reason that they have worked the full time agreed upon and will actually overrun the agreed date of completion by about two weeks.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AF

FORM 9-A-1 21943 5M 5-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

September 9, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Reference is made to the application for extension of time by Berke Brothers on the Barron Creek-Torrent Creek Section; and to your request they be allowed to work during the month of September in order to more nearly balance up the yardage called for in their contract.

The Highway Commission has no authority to extend a contract beyond its original station limits by more than $2,000.00. The clearing comes within these limits and can therefore be done by the price agreement which you have submitted. The grading, however, must be considered as borrow to complete the original contract which has not been fully completed to station 383. It must be taken from the roadbed prism from Sta. 384 to 384+75, but never-the-less it must be considered as borrow to complete the original contract.

I explained this carefully to you over the phone but nevertheless both Berke and Whitmore continually refer to this as an extension of the original contract and I wish you would make it clear to them that they are merely finishing the fill under the original contract.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R.H. Baldock ✓

H. G. Smith,
Construction Engineer.

Baldock

190 C

Sept. 7th, 1935

COST ANALYSIS TO September 1st.

Pacific Highway, Barron Creek-Torrent Creek Section, Grading Contract 1670
Prefix 15-1005
Berke Brothers, Inc., Contractors
P.P.Whitmore, Resident Engineer.

	COST	QUANTITY	UNIT COST	UNIT BID	GROSS REVENUE
Clearing and Grubbing	3091.95	100%	0.--		3000.00
Trench Excavation	1069.92	1554.7 C.Y.	0.69	1.00	1554.70
Class "A" Excavation	18131.14	52,000 C.Y.	0.349	0.50	26000.00
Class "B" Excavation	23953.00	101,000 C.Y.	0.237	0.35	35350.00
Overhaul	6300.00	210,000Yd Sta	0.03	0.01	2100.00
Finishing Roadbed and Slopes	443.06	0.2 Mile	2215.30	500.00	100.00
Rounding Cutbanks	129.40	1350 Lin Ft.	0.096	0.15	202.50
Class "D" Concrete	6772.60	253.13 C.Y.	26.76	20.00	5062.50
Metal Reinforcement	2531.75	38953 lbs.	0.065	0.07	2726.71
Rock Backfill for Drains	103.60	49.33 C.Y.	2.10	3.00	148.00
9" Perforated Corr. Iron Pipe	504.10	444 Lin Ft.	1.14	1.25	555.00
Price Agreement #1, Cement Adjustment		30.71 Bbls.	--	3.15	96.74
Price Agreement #2, Removing Slides	516.90	4400 C.Y.	0.117	0.35	1190.00
Price Agreement #2, Truckhaul	392.20	3000Yd.Mi.	0.131	0.15	375.00
	63939.62				78267.67

Gross Revenue	78267.67
Total Cost	63939.62
Net Profit	14328.05

Net Profit Equals 18.3% of Gross Revenue

PACIFIC HIGHWAY, BARRON CREEK-TORRENT CREEK SECTION, GRADING CONTRACT 1670, PREFIX 15-1005

Berke Brothers, Inc., Contractors
P.P.Whitmore, Resident Engineer

Details of Cost

Labor		
Supervision	3412.00	
Labor	18103.60	
State Industrial Accident Insurance	1229.40	22745.00

Materials				
Cement F.O.B. Mistletoe, Net	411½ bbls.at	2.95	1213.93	
Mineral Aggr. Delivered on Job	330 C.Y. at	2.75	907.50	
Reinforcing Steel " " "	39000 lbs.at	0.425	1656.51	
9" Perforated Corr. Iron Pipe	444 Lin ft at	0.711	315.69	
9" " " " " Bands	27 at	0.972	26.24	
9" " " " " Elbows	8 at	3.465	27.72	4147.59

Equipment Rental, Supplies, and Misc.		
Equipment Rental	15740.90	
Gas, Oil, and Grease	8234.05	
Explosives	7300.10	
Freight and Cartage	1184.15	
Small Tools and Misc.	839.70	
Drill Steel and Bits	575.00	
Office Supplies and Overhead Expense	209.55	
Form Lumber for Box Culverts	329.74	
Teams	104.75	
Bond, 1% of Gross Revenue	782.68	
Overhead Expense, 2%of Gross Revenue	1565.36	
Liability Insurance	181.05	37047.03
Cost Grand Total		63939.62

Pacific Highway, Berron Creek-Torrent Creek
Grading Contract 1670, Prefix 15-1005

Berke Brothers, Inc. Contractors,
P.P.Whitmore, Resident Engineer.

Remarks:

This job was started November 14, 1934, and to September 1st, 1935 was about 96% complete. The job under-ran the estimate about 16% and the length of the project may be extended to provide sufficient quantities to balance the estimate and to utilize the funds appropriated for the project.

The clearing and box culvert work was done during bad weather in the winter months, and the rain, snows, and mud increased the cost. Excavation was not started until April 24th.

A 1¼ cubic yard Koehring shovel and five 3½ ton trucks working 3 five hour shifts per day made excellent progress, moving 147,000 cubic yards in 1320 shovel operating hours, an average of about 112 cubic yards per hour.

A 80 H.P. Diesel Cletrac with a 12 cubic yard Isaacson pneumatic tired scraper were used to excavate part of the top surface from the large 80 foot cut and moved the material to the bottom of a 100 foot fill down a 35 % grade. A pioneer road was bulldosed out so that cat and scraper would climb back from bottom of fill to top of cut on about a 15% grade. The cat and scraper moved about 5900 cubic yards in 184 hours, an average of 32 cubic yards per hour.

The material consisted of a decomposed granite. The top surface ranging in depth from 5 to 20 feet was dug without shooting. About 15,000 cubic yards in the core of the cut at station 375-380 contained iron ore and a glassy quartz formation and was extremely difficult to drill and shoot. No difficulty was experienced in drilling and blasting the granite formation, which comprised the bulk of the job.

The material was classified as class "A" excavation and class "B" excavation. Class "A" comprised such material that when subjected to the standard abrasion test, the abrasion loss did not exceed 10%. Class "B" comprised all other material excavated.

Approximately 80% or 122,000 cubic yards of the material excavated was drilled and blasted. 70,850 pounds of explosives were used to blast about 122,000 cubic yards, an average of 0.58 pounds per cubic yard. The cost of drilling and blasting was about $0.116 per cubic yard.

E.H.Clymer

8th, 1935.

COMPARISON OF VON DER HELLEN JOB AGAINST BERKE BROS. JOB

	VOND DER HELLEN	BERKE BROS.
Cubic yards of Class "A" excavated	124573	52000
" " " " " "	333113	101000
Total cubic yards excavated	457686	153000
Percentage of contract complete	100%	96%
Cost per cubic yard to excavate Class "A"	0.508	0.349
" " " " " " " "B"	0.337	0.237
Average cost per cubic yard to excavate (Class "A" & "B" combined)	0.384	0.275
Unit bid price per cubic yard Class "A"	0.70	0.50
" " " " " " " "B"		
" " " " " " " "B"	0.27	0.35
Average gross revenue per cubic yard (Class "A" & "B" combined)	0.387	0.401
Cost of drilling and blasting per cubic yard	0.162	0.115

The unit cost of excavation per cubic yard based on total quantity Class "A" and Class "B" combined, compare as follows:

Labor	0.116	0.079
Supervision(Supt. & Timekeeper)	0.012	0.015
State Ind. Acc. Insurance	0.006	0.005
Equipment Rental and Repairs	0.091	0.069
Gas, Oil, and Grease	0.050	0.036
Explosive(Note: Unit cost for total quantity excavated. Some material was not shot)	0.076	0.046
Freight and Cartage	0.006	0.005
Small Tools, Supplies and Misc.	0.005	0.004
Drill Steel, Bits, & Supplies used for Drilling	0.008	0.004
Office Supplies and Misc.	0.003	0.001
Bond	0.004	0.004
Overhead expense, including interest, Taxes, Traveling Expense, Home Office, and Insurance	0.007	0.007
Total cost per cubic yard	$ 0.384	0.275

Note:

The finishing of roadbed and slopes amounting to about $4500.00 or $0.01 per Cubic Yard was included as part of the excavation on the Von Der Hellen job. This work was a seperate pay item on the Berke Bros job and was not included in excavation.

E.H.Clymer

FORM 9-A-1 22659 2M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

190 C

Sept. 4, 1935

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. B. GLAISYER

Dear Sir:

Berke Brothers Incorporated have applied for an extension of time on their contract #1670 Barron Creek-Torrent Creek Section in Jackson County. The specified date of completion is August 31st, and they request a 30 day extension. Their surety has consented to this extension.

I recommend they be granted this extension without penalty. The traveling public has not been inconvenienced at all by this delay since this section is not on the traveled route at present. Engineering expenses have been increased only slightly because Resident Engineer Whitmore and crew were working on another job part of the time.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AFF

190 C

#1670

September 3, 1935

Mr. E. A. Collier,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Herewith copy of a letter from Berke Bros. Inc. requesting an extension of time of 30 days on their Contract No. 1670 - Barron Creek-Torrent Creek Section in Jackson County.

Their surety has consented to this proposed extension of time. Please advise of your recommendations.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 6-A-1 19184 5M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1906

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

August 30 1935

Mr R H Baldock Attention Mr H G Smith
State Highway Engineer
Salem Oregon

Dear Sir;

Herewith price agreements No 3 covering extra clearing and No 4 covering excavation beyond south end of the Barron Creek Torrent Creek section now nearing completion by Berke Bros.

The line was revised out after contract was let, reducing excavation quantities. Only asmall amount of overbreak has occurred. It appears excavation will run about 165,000 instead of contract amount 200,000. Contractor wants to continue working his equipment till next unit is let if possible.

Clearing is finished to sta 384 and it will not be necessary to clear sta 384 to 384+75 under the attached price agreements.

Please advise Whitmore by wire early next week your decision.

Yours Truly

E O Cain
Division Engineer

It will be necessary to grant 30 day extension to complete this 12,000 yds. Berke will require about a week in Sept to finish ditches on present contract.

FORM 5-E-1 23374 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

1703

August 28, 1935.

Mr. E. A. Collier
Division Engineer
State Highway Department
Roseburg, Oregon.

Dear Sir:

Receipt is acknowledged of your communication of August 27, in reference to the adjustment for Berke Brothers for additional cost of metal reinforcement used in the culvert on the Barron Creek-Torrent Creek Section.

I note that you suggest that this office prepare an agreement to cover this adjustment which we will be pleased to do. You suggest our regular price agreement form, but I believe Mr. Baldock desires to have these adjustments made in the form of a separate contract. I will therefore assemble all the data in reference to the matter, and turn it over to Mr. Devers, with the request that such an agreement be prepared.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc Mr. Baldock

REFERRED TO
~~Smith~~
By State Highway Engineer

~~See me. I believe we should do this provided we have an agreement that is satisfactory with Berke.~~

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

STATE HIGHWAY COMMISSION

SALEM

Aug. 15, 1935

IN REPLY PLEASE REFER TO FILE NO.

k
y Engr.
n.

ATTN: H. G. SMITH

last estimate indicates there will be an under-
40,000 yards on Berke's grading contract on the
-Torrent Creek Section.

revised to reduce yardage and anticipated slides
urred. Whitmore might have a slide yet but expects to finish the project this month. The only way I know to bring the yardage up reasonably close to the contract quantity would be to take out some of the next cut and complete the fill at station 383. The job is cleared to station 384 and to get the additional yardage it would be necessary to clear the line about 500 additional feet.

Berkes are aware that the job will probably underrun the quantity and have made no complaint so far but I think would be very glad to take on some more yardage.

Please advise at your earliest convenience if I should enter into any negotiations with them for work slightly beyond the limits of their present contract.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

FORM 5-A-1 19154 5M 1-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Aug. 15, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Whitmore's last estimate indicates there will be an underrun of about 40,000 yards on Berke's grading contract on the Barron Creek-Torrent Creek Section.

The line was revised to reduce yardage and anticipated slides have not occurred. Whitmore might have a slide yet but expects to finish the project this month. The only way I know to bring the yardage up reasonably close to the contract quantity would be to take out some of the next cut and complete the fill at station 383. The job is cleared to station 384 and to get the additional yardage it would be necessary to clear the line about 500 additional feet.

Berkes are aware that the job will probably underrun the quantity and have made no complaint so far but I think would be very glad to take on some more yardage.

Please advise at your earliest convenience if I should enter into any negotiations with them for work slightly beyond the limits of their present contract.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

#1670

190 e

August 7, 1935

Bates. Lively & Pearson,
Yeon Building.
Portland, Oregon.

Attention: Fred C. Reed.

Gentlemen:

Receipt is acknowledged of your letter of August 6th concerning Berke Bros. Contract No. 1670 - Barron Creek-Torrent Creek Section of the Pacific Highway in Jackson County.

Please be advised that the contractors have been paid a total of $45,562.76 to date on this contract. The retained percentage is $7,049.25. The last payment was for estimate No. 8 for work performed to July 15th in amount $18,541.76. The warrant covering this payment was mailed on July 31, 1935.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1670
Jackson Co.

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

August 6, 1935.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 1670 - Berke Bros. Inc.

Will you kindly advise us the amount of retained percentage under the above captioned contract for the Barron-Creek-Torrent Creek Section of the Pacific Highway in Jackson County.

We would also like to know what the current earned estimate is.

Very truly yours,

BATES, LIVELY & PEARSON

By Fred C Reed

FCR/J

Earned $52,612.01
Pd. July 15th - $45,562.76
Retained - $7,049.25

Est. #8 - $18,541.76 July 15th. 75012
July 31

FORM 9-A-1 10104 5M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1902

July 29, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Herewith inclosed find price agreement No. 1 and No. 2 on the Barron Creek-Torrent Creek grading section now under construction by Berke Bros. Price agreement No. 1 covers cement adjustment.

Price agreement No. 2 is intended to cover the removal of slides which have come in on the Neil Creek-Barron Creek section. Whitmore will use part of the finer material to bring fills up to grade where settlement has occurred but the bulk of the material will be used in the embankment at station 375.

The prices in this agreement are Berke Bros' bid prices for Class "B" material 35¢ and truck haul 15¢. We estimate no increased authorization will be required as no slides of consequence have occurred so far on Berke's job.

Berke wished to move the slides beginning July 31st, or August 1st, to fit in with drilling and blasting in the last lift of their big cut at station 378. Please advise Whitmore by wire.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AMF

NOTED
State Highway Engineer

190 C

NOTED
State Highway Engineer

COST ANALYSIS TO JULY 15, 1935

July 26th, 1935

Pacific Highway, Barron Creek-Torren Creek, Grading, Contract 1670,
Prefix 15 PO

Berke Bros., Contractors
P.P. Whitmore, Resident Engineer.

	COST	QUANTITY	UNIT COST	UNIT BID	GROSS REVENUE
Clearing and Grubbing	3048.42	98%			2940.00
Trench Excavation	1069.92	1554.7 Cu. Yds.	0.69	1.00	1554.70
Class "A" Excavation	8320.50	22500 Cu. Yds.	0.37	0.50	11250.00
Class "B" Excavation	20382.50	77500 " "	0.263	0.35	27125.00
Overhaul	3750.00	125000 Yd. Mi.	0.03	0.01	1250.00
Class "D" Concrete	6728.50	253.13 Cu. Yds.	26.58	20.00	5062.60
Metal Reinforcement	2531.75	38953 Lbs.	0.065	0.07	2726.71
Rock Backfill for Drains	103.60	49.333 Cu. Yds.	2.10	3.00	148.00
9" Corr. Iron Perf. Pipe	504.10	444 Lin. Ft.	1.14	1.25	555.00
TOTAL	46439.29				52612.01

Gross Revenue	$52612.01
Total Cost	46439.29
Net Profit	6172.72

Net Profit Equals 13.3% of Cost.

NOTE:

Approximately 8500 Cubic Yards was drilled and blasted ahead and had not been excavated. The cost of drilling and blasting this 8500 Cubic Yards, amounting to $935.00, is not included in this report, but will be included after material has been excavated and the quantity included in the estimate.

ANALYSIS TO JULY 15, 1935 July 26th, 1935.

Pacific Highway, Barron Creek-Torrea Creek, Grading, Contract 1670,
Prefix 15PO

Berke Bros., Contractors
P.P. Whitmore, Resident Engineer.

Labor				
Supervision			2622.00	
Labor			13038.36	
State Industrial Accident Commission			855.82	
				16516.18
Material				
Cement for Mistletoe net	411½ Bbls. at	$2.85	1172.50	
Mineral aggregate delivered on job	330 Cu. Yds.	2.75	907.50	
Reinforce steel delivered on job	39000 Lbs	0.425	1656.51	
9" Corr. Iron Perforated Pipe	444 Lin. Ft.	0.711	315.69	
9" " " " " Bands	27	0.972	26.24	
9" " " " " Elbows	8	3.465	27.72	
				4106.16
Equipment Rental, Supplies, and Miscellaneous				
Equipment Rental			10297.90	
Gas, Oil, and Grease			5838.80	
Explosives			5378.42	
Freight and Cartage			1184.15	
Small Tools, Supplies, and Misc.			940.76	
Office Supplies and Misc.			129.88	
Form Lumber for Box Culverts			329.74	
Teams			104.75	
Bond, 1% of Gross Revenue			526.12	
Overhead Expense, Including Interest & Taxes (2% of Revenue)			920.00	
Liability Insurance			166.43	
				25816.95
			Cost Grand Total	46439.29

ANALYSIS TO JULY 15, 1935 July 26th, 1935

Pacific Highway, Barron Creek-Torren Creek, Grading Contract 1670
Prefix 15P0

Remarks:

This job was started November 14, 1934, and to July 15th, 1935, was about 56 per cent complete. The clearing and box culvert work was done during the winter months. The snow, rain and mud increased cost. Excavation was not started until April 24th.

A 1¼ cubic yard shovel and five 3½ ton trucks working three 5 hour shifts per day are making good progress, and have moved about 94,000 cubic yards in 791 shovel operating hours, an average of 119 cubic yards per hour.

An 80 H.P. diesel Cletrac with a 12 cubic yard Isaacson Carryall scraper were used to excavate part of the top surface from the large 80 foot cut, and moved the material to the bottom of a 100 foot fill down a 35% grade. A pioneer road was bulldosed out so that cat and scraper could climb back from bottom of fill to top of cut on about a 15% grade. The cat and scraper moved about 5900 cubic yards in 184 hours, an average of 32 cubic yards per hour.

The material consists of a decomposed granite. The top surface ranging in depth from 5 to 20 feet was dug without shooting. The granite becomes less and less decomposed as the cut increases in depth. But at a depth of 60 feet the granite breaks up nicely for shovel work when blasted with about one-half pound powder per cubic yard. The material was classified as class "A" excavation and class "B" excavation. Class "A" comprises such material that when subjected to the standard abrasion test, the abrasion loss will not exceed 10%. Class "B" comprises all other material excavated.

Approximately 78,000 cubic yards of the hundred thousand excavated to date has been drilled and blasted. 42625 pounds of explosives were used to blast about 86,000 cubic yards, an average of 0.49 pounds per cubic yard. The cost of drilling and blasting is about $0.11 per cubic yard. The contractor is using black blasting powder chiefly.

The average cost of excavation, combining class "A" and class "B" is $0.287 per cubic yard.

E.H. Clymer

July 26th, 35.

COMPARISON OF VONDER HELLEN JOB AGAINST BERKE BROTHERS JOB

	15PG Vonder Hellen Job	15PO Berke Bros. Job
Cubic yards of Class "A" Excavated	124,573	22,500
Cubic yards of Class "B" Excavated	333,113	77,500
Cubic yards Excavated Total	457,686	100,000
Cost per cubic yard to excavate Class "A"	$0.508	0.37
Cost per cubic yard to excavate Class "B"	0.337	0.263
Average cost per cubic yard to excavate Class "A" and Class "B" combined	0.384	0.287
Unit bid price per cubic yard Class "A"	0.70	0.50
Unit bid price per cubic yard Class "B"	0.27	0.35
Average revenue per cubic yard Class "A" and Class "B" combined	0.387	0.384
Cost of drilling and blasting per cubic yard	0.162	0.11
Cost of equipment repairs per cubic yard	0.058	0.032
Cost of supervision and overhead per cubic yard	0.025	0.020
Cost of equipment rental per cubic yard	0.086	0.091
Cos of gas, oil, and grease per cubic yard	0.062	0.053
Cost of explosives per cubic yard blasted	0.091	0.065
Percentage of contract complete	100%	56%

FORM 9-A-1 16819 15M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

190

May 20, [illegible].

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. E. A. Collier,~~
~~Division Engineer,~~
~~Roseburg, Ore.~~

Dear Sir:

In answer to your letter concerning time elapsed on several jobs in your division.

I see no reason to cause the contractor unnecessary expense on the Barron Creek-Torrent Creek Section by insisting that he complete on time. It is preferable that he carry on his work to secure maximum economy as a reasonable profit to this contractor will secure us lower prices on the rest of the work.

The contractor on the Bolon Island section must of course push his work so that he is well out of the way of any future contract.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.______ Oregon USPW Hwy.Proj. NRH 190-C
(1935)

March 9, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

Encls.

Agr 24082

Form P. R. 2

State Oregon ✓

U.S.Public Works Hwy. Project No. NRH 190-C (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 18th day of January, 1935

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.);

Whereas the Highway Department of said State submitted on the 9th day of November, 1932, a project statement, which was approved by the Secretary on the 17th day of December, 1932 for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 17th day of October, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred three thousand, three hundred eighty nine and no/100 dollars ($103,389.00) as the share of the United States payable under said act on account of Section C of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from funds apportioned under the act of June 18, 1934.**
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 362+00, at the end of Section A of said project, a point near the section line between sections 5 and 8, T 40 S, R 2 E, and survey station 384+00, a point in the NW 1/4 of section 8, T 40 S, R 2 E, W.M.,** length **0.416 of a** mile/, in **Jackson** County, being Section **C** of **Oregon U.S.Pub.Wks. Hwy.** project No. **NRH 190** **(1935)** /, consisting of **0.416 of a** mile/ of roadway and **no** bridges, xxxx of more than 20 feet clear span, xxxxxxxxxxxxxxx **known locally as the Barron Creek-Torrent Creek Section of the Pacific Highway between the California State line near Hilt and Ashland.**

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued bythe President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of one hundred three thousand, three hundred eighty nine and no/100 dollars ($103,389.00), certified to the Secretary of the Treasury as above mentioned, which ~~does~~

~~[illegible]~~

~~dollars~~ is ~~xx~~ the approved total estimated cost of Section C of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27th day of Feby, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By L M Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By C J Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads

8-5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Hwy. Project No. NRH 190-C (1935) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 105,389.00 as the total estimated cost of said project, and the sum of $ 105,389.00 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is said total estimated cost.

Done at the city of Washington, this 27th day of February one thousand nine hundred and thirty-five

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—[illegible]

FORM 401 P. 9-32 10M

#1670

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

190C

March 6, 1935

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: BERKE BROS. INC.
Portland, Oregon.

We understand that Berke Bros. have been awarded a contract in the vicinity of Ashland, Oregon, on the Siskiyou Highway.

We anticipate furnishing these contractors with petroleum products on this job, therefore attach hereto our Contractors' Questionnaire, which we will appreciate your completing and returning to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

V. O. Fudge

District Credit Supervisor

LH:B
Encl

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 16, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

During a recent inspection of Oregon USPW project NRH 190-C, The Barron Creek-Torrent Creek section of the Pacific Highway, it was noted that the quantity of trench excavation for the two box culverts was increased from the estimated quantity of 300 C.Y. to approximately 1,400 C.Y. It appeared that this large percentage overrun, attributed to underestimating, may be due in part to computing the original quantities with vertical slopes, while under construction 1/2 to 1 slopes were allowed.

We are not objecting to these quantities being allowed the contractor as they are consistent with the specifications governing the project. However, this is called to your attention with the suggestion that for future grading contracts a clause be inserted in the special provisions so that on the various box culverts a limit may be placed on the width and side slopes of excavations.

Very truly yours,

W. H. LYNCH
District Engineer

REFERRED TO
Pr Eng
State Highway Engineer

December 18, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Barron Creek-Torrent Creek Section, Project No. NRH 190-C (1935).

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRH 190-C (1935)

BARRON CREEK-TORRENT CREEK SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 11, 1934

All Required		Clearing and Grubbing		$ 3,000.00
300	cu. yds.	Trench Excavation	$ 1.00	300.00
50,000	cu. yds.	Class "A" Excavation	0.50	25,000.00
150,000	cu. yds.	Class "B" Excavation	0.35	52,500.00
222,000	yd. sta.	Overhaul	0.01	2,220.00
1,000	yd. mi.	Truck Haul	0.15	150.00
0.4	mile	Finishing Roadbed and Slopes	500.00	200.00
2,200	lin. ft.	Rounding Cut Banks	0.15	330.00
320	cu. yds.	Class "D" Concrete	20.00	6,400.00
47,000	lbs.	Metal Reinforcement	0.07	3,290.00
50	cu. yds.	Rock Backfill in Drains	3.00	150.00
100	lin. ft.	8" Porous Drain Tile	0.75	75.00
300	lin. ft.	9" Perforated Corr. Iron Pipe	1.25	375.00
			Sub-total	$ 93,990.00
			10% Engr. & Cont.	9,399.00
			Total	$103,389.00

Length	0.416 mile
Cost per mile	$ 248,531.25

NRH Funds Requested...$103,389.00

State funds for construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State funds for maintenance: Chap. 41, laws 1927

December 7, 1934

19c

Berke Bros., Inc.
2815 S. E. Harrison St.
Portland, Oregon

Gentlemen:

We are sending you by express an executed copy of the contract that was awarded to you on November 1 for the grading of the Barron Creek-Torrent Creek Section of the Pacific Highway in Jackson County.

This copy is for your records and files.

Very truly yours,

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 1, 1934

NOV 3 19

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S. Public Works highway project NRH 190-C (1935), Barron Creek-Torrent Creek section of the Pacific Highway, to Burke Bros., Portland, Oregon, who submitted the low bid of $93,990.00.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 17, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon U.S.Public Works highway project NRH 190-C (1935), the Barron Creek-Torrent Creek section of the Pacific Highway, 0.416 mile of grading, have been recommended for approval. This is your authority for advertising.

In order to include the clearing between Sta. 383+00 and 384+00, we have made Sta. 384+00 the end of the project. This increases the length to 0.416 mile.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

October 13, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Barron Creek-Torrent Creek Section, Project No. NRH 190-C (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

In addition, we are sending five blueprint copies of sheet number 5 of the plans for Project No. NRH 190-A, which sheet has been revised to show the constructed alignment at the south end of that project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Public Works
Proj. No. NRH 190-C (1935)

BARRON CREEK-TORRENT CREEK SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, October 13, 1934.

All Required		Clearing & Grubbing		$ 2,400.00
300	cu. yds.	Trench Excavation	$1.00	300.00
50,000	" "	Class "A" Excavation	.60	30,000.00
150,000	" "	Class "B" Excavation	.40	60,000.00
222,000	yd. stas.	Overhaul	.03	6,660.00
1,000	yd. mi.	Truck Haul	.20	200.00
0.40	mile	Finishing Roadbed and Slopes	400.00	160.00
2,200	lin. ft.	Rounding Cut Banks	.10	220.00
320	cu. yds.	Class "D" Concrete	25.00	8,000.00
47,000	lbs.	Metal Reinforcement	.05	2,350.00
50	cu. yds.	Rock Backfill in Drains	2.00	100.00
100	lin. ft.	8" Porous Drain Tile	.50	50.00
300	" "	9" Perforated Corrugated Iron Pipe	1.00	300.00
			Sub-total	$110,740.00
			10% Engr. & Cont.	10,074.00
			Total	$120,814.00

Length 0.397 mile
Cost per mile $304,317.38

NRH Funds Requested- $120,814.00

0.416 miles

changed end of project from sta 383 to sta 384 to take in clearing work at BPR request

FORM S-A-1 12274 7500 7-34

Commissioners
LESLIE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

1950

Sept. 17, 1934.

In Reply Please
Refer to File No.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: [illegible] SMITH

Dear Sir:

Attached hereto you willfind Special Provisions and Engineer's Estimate for the Torrent Creek Section of the Pacific Highway in Jackson County. In order to stay within the allotted $135,000. I have cut the job off at station 382+90, which is only .35 of a mile. To include the next cut would run the cost up to $155,000.

Libby tells me our standards for concrete box culverts are being changed. Please have the bridge department figure concrete and steel in these two boxes. Depth of fill can be ascertained from cross sections. Whitmore has planned to put the boxes in the bottoms of the draws and allow ten or fifteen feet extra length outside of the neat fill slopes at each end. On account of probable reduction in concrete and steel I mave made very small Allowance item. In accordance with our experience on the section just being completed I have used less than 10% allowance on excavation but I have taken the full 10% allowance on overhaul.

My unit cost of 45¢ is based on Eddie Clymer's cost analysis of the Neil Creek job. He shows costs of .417¢ per cubic yard single class or .57 class "A" and .36 class "B". We estimate class "A" will amount to 25%.

I recommend single class excavation. The abrasion test does not seem to be satisfactory to the Bureau or to the contractor. I have included an item for truck haul and drain tile in order to have a price although neither of these two items is shown on the profile. After checking through this job should it be desired to make the estimated cost near $135,000. it might be possible to include a part of the next cut. The most economical way to work the next cut would be to cast the top south into the fill at 392 and to take the next 20 foot liftoff the main hump to the fill at station 383. The next 20 foot lift would extend clear through thecut. It is of course possible to end the job at 387 and take out only the free haul brackett part of which would require overhaul.

Under separate cover by express we are sending you the following data:

1-100' Scale detail map station 31[illegible] to 500.
2-Revised provile, station 355 to 393.
3-Revised cross sections, station [illegible] to [illegible]+50.
4-Revised cross sections, station [illegible] to [illegible] together with mass diagram 364 to 393.
5-Original cross section, station 362 to 386.
6-Original cross sections station 387 to 420.
7. Right of way sketch showing proposed new right of required for line revisi
8-Earthwork computation sheets.

N, PORTLAND
NE, EUGENE
N, PENDLETON
S. GLAISYER, SECRETARY

[illegible] 17, [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

-2- H. C. Smith

A test hole was put down to a depth of 70 feet at station 367, notes of which were sent into Salem with plans for the present Neil Creek-Barron Creek job. According to Whitmore's notes, he struck a few boulders but no hard granite until within five feet of bottom of the cut.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AMF

Sept. 17, 1934.

SPECIAL PROVISIONS

TORRENT CREEK SECTION

TIME AND PLACE OF RECEIVING BIDS.

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract if awarded consists of the construction of .35 miles of highway roadbed on the Torrent Creek Section of the Pacific Highway in Jackson County.

The north end of the project is at station 364+50, which station is about seven (7) miles south of the City of Ashland.

The south end of the project is at station 382+90.

DATE OF COMPLETION

All work to be done under this contract shall be completed not later than July 1, 1935.

FEDERAL AND STATE REQUIREMENTS

CLEARING AND GRUBBING

Same as Neil Creek Section.

EARTHWORK

Specification:

Same as Neil Creek Section.

Classification:

The excavation to be made under this contract shall be classified in accordance with the single classification basis as given in section 8 of the standard provisions. (Alternate two classification. Same as Neil Creek Barron Creek Section.)

Compaction of Embankment:

Embankments shall be built up in horizontal layers having a uniform thickness not greater than 2 feet and each layer shall be separately and thoroughly compacted by means of caterpillar bulldozers, or some other effective compacting equipment approved by the engineer.

Excavation Methods:

Same as Neil Creek.

Trench Excavation:

"Finishing Work To Be Paid for on a Per Mile Basis"
(Same as Spencer Butte Section)

Measurement and Payment:
(Same as Spencer Butte Section)

PROVISIONS

TORRENT CREEK SECTION

PERFORATED PIPE

The perforated pipe to be furnished under this contract shall be furnished, placed and paid for as specified in sections 51 and 52 of the standard form.

BOX CULVERTS

Same as Neil Creek.

MISCELLANEOUS PROVISIONS

Time of Beginning Work:

Within fifteen (15) days.

Employment Agency:

Medford.

Arrangements for Transportation of Workers:

From Ashland.

VISIONS pt. 17, 1934.

TORRENT CREEK SECTION Sta. 364+50 to Sta. 382+90

ENGINEER'S ESTIMATE

Item	Amount	Allowance	Total	Unit Cost	Cost
Clearing	8	-	8	$300. per acre	$2,400.
Trench Excavation	270	30	300	1. per C.Y.	300.
Excavation Single Class	188,485	11,515	200,000	.45 per C.Y.	90,000.
Overhaul	234,310	25,690	260,000	.03 per C.Y.S.	7,800.
Truck haul	1,000	-	1,000	.20 per Y.M.	200.
Finishing Roadbed & Slopes	.35	-	.35	$400 per mi.	140.
Class A Concrete	281	9	290.	$25 per C.Y.	7,250.
Reinforcing Steel	42,500	500	4300	.05 per lb.	2,150.
8" Perf. Corr. Iron Pipe	300	-	300	1.00 per lin.ft.	300.
8" Drain Tile	100	-	100	.50 " "	50.
					$ 109,590.
Plus 10% for contingencies & engineering					10,910.
					$120,500.

ALTERNATE 2 Classification:

Excavation Class "A"	50,000 C.Y.	at .60	$30,000.
"B"	150,000 "	.40	60,000
			$90,000.

FORM 5-A-1 13743 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

6 7

April 13, 1934.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: R. G. SMITH

Dear Sir:

Attached hereto you will find Special Provisions and Engineer's Estimate for the Barron Creek-Wall Creek Section of the Pacific Highway.

In order that this contract may be done in advance of construction of the Wall Creek undercrossing I have not planned any excavation immediately adjacent to the railroad or south of the crossing. I have included the concrete box and pipe at station 44[illegible]+50 so that when the structure is started excavation therefrom may be placed in the hole south of the railroad crossing.

In one of your letters you suggested the possibility of including sufficient excavation from south of the crossing to complete the fills north of the crossing and that a provision be written in the contract that this work would be coordinated with construction of the railroad undercrossing. This would involve 160,000 yards additional material and would run the cost of this section way beyond the amount set up in your letter. However should it appear desirable to make the project of that additional size the quantities can be taken from the profile and there would be no special features except provision covering the relations between contractor for the structure and grading contractor. I would like to see a good big project put on.

Under separate cover by express we are sending you the following data:

1. Profile Barron Creek-Siskiyou Summit, station 365 to station 635.
2. Map, scale 100 feet, station 31[illegible] to station 438.
3. 30 right of way descriptions.
4. ~~Mass diagram.~~
5. Cross sections, station 362 to 386 and 387 to 419.
6. Mass diagram, 350 to 613 (station)

Please send blue print of profile.

Very truly yours,

cc. R.H. Baldock
EAC:AWF

E. A. Collier
Division Engineer

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

Feb. 22, 1934

SPECIAL PROVISIONS

Barron Cr. - Wall Cr. Grading
Station 362 to 436 plus drainage at station 442+50

ENGINEER'S ESTIMATE

ITEM	Mile 7	Mile 8	Mile 9	Total	Allowance	Total	Unit Price	Estimate of cost
Clear and grubb	10.4 ac.	20.8 ac		31.2 ac	-	31.2	$200.	$ 6,240.
Exc. Common	64,347 CY.	54,156		118,503	11,497	130,000	.25	32,500.
Exc. Rock	125,638	104,483		230,121	22,879	253,000	.70	177,100.
Overhaul	177,665	140,760		318,425	31,575	350,000	.01	3,500.
Truck Haul	-	-	-	-	100	100	.20	20.
Class A. Conc.	116	233	26	375	25	400	.25	10,000.
Steel Reinf	14,200	26,800	3100	44,100	3,900	48,000	.06	2,880.
18" Culv. CIP	-	1,374		1,374	126	1,500	2.50	3,700.
18" Culv. CIP Extra strength	-		100	100	-	100	2.50	250.
24" Culv. CIP Extra strength	-	194		194	16	210	4.00	840.
9" Perf. CIP					200	200	1.00	200.
8" Draintile					400	400	.50	200.
Rock Backfill					150	150	2. 00	300.
								$237,730.
Plus 10% contingencies and engineering								23,770.
						TOTAL		$261,500.

Feb. 21, 1934.

SPECIAL PROVISIONS

Barron Creek - Wall Creek Grading

TIME AND PLACE OF RECEIVING BIDS

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract if awarded consists of the construction of 1.39 miles of highway roadbed on the Barron Creek-Wall Creek section of the Pacific Highway in Jackson County.

The north end of the project is at station 362, which station is about 7 miles south and east of the city of Ashland. The south end of the project is at station 436 at Wall Creek.

DATE OF COMPLETION

FEDERAL REQUIREMENTS

STATE REQUIREMENTS

CLEARING AND GRUBBING

Same as Neil Creek Barron Creek Section.

EARTHWORK

Specification:

Same as Neil Creek - Barron Creek Section.

Classification:

The excavation to be made under this contract shall be classified in accordance with the two classification basis as given in section 8 of the standard provisions.

PROTECTION AGAINST UNBALANCED BIDDING

To protect the State and the Federal Government against unbalanced bidding on the excavation items involved in this contract the price bid per cubic yard for solid rock excavation shall not be less than the price bid per cubic yard for common excavation.

COMPACTION OF EMBANKMENT

Embankents shall be built up in horizontal layers having uniform thickness not greater than 2 feet and each layer shall be separately and thoroughly compacted by means of caterpillar, bulldozers, heavy tamping rollers or by means of some other thoroughly effective compacting equipment approved by the engineer. The compacting operations on each layer shall continue until no further compaction can be obtained. Where on account of the presence of solid rock in the embankment materials the compaction by the methods above described is ineffective, compacting by those methods may, if the engineer approves, be dispensed with. In such case however the placing of materials

SPECIAL PROVISIONS

Barron Creek - Wall Creek Grading.
(compaction of embankment)

in horizontal layers will be required. The thickness of the layers to be as the engineer may order but in no case greater than 3 feet.

Excavation Methods

Same as Neil Creek - Barron Creek Section.

Incomplete Fills:

It is planned to complete certain fills included within the limits of this project with material to be excavated under a subsequent contract from roadbed south of this project. The respective fills between station 412 and 436 shall be constructed to such elevations as the engineer may direct and not exactly as shown on the profile.
/with the available material

CULVERT PIPE

Types of Pipe To Be Furnished:

Same as Neil Creek - Barron Creek Section

Specifications:

" " " "

Extra Strength Corrugated Iron Pipe:

Same as Neil Creek - Barron Creek Section.

Iron Pipe to be Coated with Asphalt:

" " " " "

100 Feet Of 18" Pipe To Be Placed at Station 442+50

Deep Trenching Required:

Same as Neil Creek - Barron Creek Section.

PERFORATED PIPE

Same as Neil Creek - Barron Creek Section.

POROUS DRAIN TILE AND ROCK BACKFILL

Same as Neil Creek-Barron Creek.

BOX CULVERTS

Same as Neil Creek-Barron Creek except Box at 442+50 south of R.R. crossing to be included

MISCELLANEOUS PROVISIONS

Time of Beginning Work:

Same as Neil Creek-Barron Creek Section.

EMPLOYMENT AGENCY

ARRANGEMENT FOR TRANSPORTATION OF WORKERS FROM ASHLAND.
Same.

CONTRACT#1671,

NRS 239-A McCallister Sec., Unit 2 1934
Grading

1671

[illegible]

September 20, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

This will acknowledge your letter of September 8 relative to the unsatisfactory condition of the maintenance on Oregon F.A.P. 239-A on the Little Butte Highway, McAllister Unit, Section 2, as a result of an inspection on August 24.

Please be advised that an inspection was made by this Department which shows that the first seventeen miles of the highway are in excellent condition, but the last five miles show occasional ruts caused by heavy hauling during the recent rains. However, a motor grader is now working on this section, and the section should be in excellent condition within another week. Heavy hauling on this section, however, will continue to rut it, and the condition of the maintenance will depend upon the exact day the inspection is being made.

Very truly yours,

State Highway Engineer

RHB/JNB/vf

cc J. N. Bishop

September 8, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Maintenance inspection of Oregon FAP 239-A on the Little Butte Highway, McAllister Unit, Section 2, was made on August 24.

The gumbo surface on this project is cut with ruts which have the appearance of being of long standing.

Although the traffic is light and only nominal maintenance efforts are justifiable, we think this project could and should be kept in better condition during dry weather.

Very truly yours,

W. H. LYNCH,
District Engineer.

2372

August 22, 1935.

Maryland Casualty Company
Hansen & Rowland, Inc., Agents
Washington Building
Tacoma, Washington

Gentlemen:

You are hereby notified that State Highway Contract No. 1671 for the Grading of 0.97 mile of Unit #2 - McCallister Section of the Little Butte Secondary Highway in Jackson County has been completed by the contractor, Edward F. Webber, Medford, and that final settlement will be made by the State with said Edward F. Webber for work done under this contract on or about September 3, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $9,512.47 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:CE

FORM 5-A-1 19184 5M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Aug. 12, 1935

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

Overruns and Underruns on the
McCallister Grading Section, Unit 2.

On the McCallister Section Grading trench excavation was over-estimated. The overhaul underran and the truck haul overran the preliminary estimated quantities in rebalancing the job during construction. The total cost in the preliminary estimate for these two items was $245 and in the final estimate $257.84.

The total authorization for the job was $10,498.95 and the estimate corrected to date is $10,455.80, which is a very close agreement.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

Form 339—5M—8-34

[illegible]ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending ~~July~~ Aug. 3, 1935

Section Unit 2, McCallister

Kind of work Grading

Highway Littel Butte Cr.

Section prefix 115-1002

Contractor Ed. F. Webber

Contract number 1671

Date of contract Nov. 1, 1934

Date of completion June 30, 1935

Date work started Nov. 14, 1934

~~*Estimated*~~ *date of completion* June 29, 1935

Amount of contract $ 9544.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 9540.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 800, 7.9 %

Date project was completed June 29, 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two days spent on construction map for project this will be mailed Aug. 6. Letter covering prospecting to division office this date.

Signed V. L. Goodnight
V.L.Goodnight

Address Box 677, Medford, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	[illegible]ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

July 30, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon USPW Proj. No. NRS 239-A (1935), Unit 2, McCallister Section, The Little Butte Highway, was made by a representative of this office on July 18, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM 8-A-1 [illegible]
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

239a

May 2, 1935.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

Please refer to your letter of April 29th, regarding expenditures on survey for Unit #2 McAllister Section, Little Butte Secondary Highway, prefix 11E-VC.

There were no charges made against this prefix as the field work was done by the County Engineer of Jackson County and the estimate made up in the division office; consequently there will be nothing to transfer to this prefix in 1935.

Very truly yours,

E. A. COLLIER
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock
CDC:AWF

FORM 2-8-1 10000 1-M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

Const. Cost & Agree. Jackson Co.
239a

May 8, 1935.

R. H. Baldock
State Highway Engineer.
Salem, Oregon.

ATTN: G. [illegible]

Dear Sir:

Please refer to your letter of April 29th, regarding expenditures on survey for Unit of McAllister Section, Little Butte Secondary Highway, prefix 115-VC.

There were no charges made against this prefix as the field work was done by the County Engineer of Jackson County and the estimate made up in the division office; consequently there will be nothing to transfer to this prefix in 1935.

Very truly yours,

E. A. COLLIER
Division Engineer

By CD Cannon
C. D. Cannon
Office Engineer

cc. R. H. Baldock
CDC: F

April 29, 1935

Mr. E. A. Collier
Division Engineer
Roseburg, Oregon

Dear Sir:

There was an approved order issued August 13, 1934, Prefix 115 VC, authorizing the expenditure of $250.00 for the survey of Unit 2, McCallister Section of the Little Butte Creek Secondary Highway No. 270. We find, however, that there have been no charges on the cost books to date against the survey. Was the expense of this survey charged elsewhere, and are we to expect a transfer to the 115 VC in 1935? We need this information to complete our detailed budget covering 1935 secondary highway surveys.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/ME

cc Mr. H. G. Smith

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRS 239-A (1935)

March 13, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered [illegible] project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Hy. 24124

Form P. R. 2
State Oregon
U. S. Public Works Highway Project No. NRS 239, Section A
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of January, 1935

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933, and Act approved June 18, 1934, (Public No. 393, 73rd Congress);

Whereas the Highway Department of said State submitted on the 2d day of October, 1934, a project statement, which was approved by the Secretary on the 15th day of October, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 10th day of October, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, four hundred ninety-eight and 95/100 dollars ($10,498.95) as the share of the United States payable under said act on account of Section A of said project, which is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the Act of June 18, 1934. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 503+00, in the NW 1/4 of Sec. 31, T 36 S, R 3 E, and survey station 554+30, in the SW 1/4 of Sec. 32, T 36 S, R 3 E, W.M.

, length .970 of a mile~~s~~, in Jackson County, being Section A of Oregon U. S. Pub. Wks. Hwy. (1935), project No. NRS 239., consisting of .970 of a mile~~s~~ of roadway and no bridges, xxxx of more than 20 feet clear span, known locally xxxxxxxxxxxxxxxxas the Unit 2, McCallister Section of the Little Butte Highway.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **A** of said project shall not in any event exceed the sum of **ten thousand, four hundred ninety-eight and 95/100** dollars ($**10,498.95**), certified to the Secretary of the Treasury as above mentioned, which **is** [redacted]/

[redacted]

[redacted] the approved total estimated cost of Section **A** of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[redacted]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chapter 41, Laws of 1927 and Chapter 248, Laws of 1931.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 1st day of March, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Wm Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting *Chief, Bureau of Public Roads*

8 3518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department a/Project No. U. S. Public Works Highway NRS 239-A, (1935), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 10,498.95 as the total estimated cost of said project, and the sum of $10,498.95 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is the ~~pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 18th day of March one thousand nine hundred and thirty-five

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1933 8—4520

December 26, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of December 21st, asking for a statement in regard to our plans for the surfacing of Unit 2 of the McCallister Section of the Little Butte Highway in Jackson County (Oregon U. S. Public Works Project NRS 239-4).

As this project is only a short unit in a section of unimproved highway several miles in length, it would be uneconomical and of no particular advantage to surface it as a unit by itself. We, therefore, propose to postpone the surfacing until such time as a section of highway four or five miles in length is graded. The entire graded unit can then be surfaced economically. How soon this will be done is dependent entirely upon the availability of funds.

Very truly yours,

State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 21, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Willyou please furnish us with a statement regarding your plans for surfacing of Oregon U. S. Public Works project NRS 239-A, the Unit 2, McCallister section of the Little Butte Highway, in Jackson County.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engr.

December 18, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for Unit No. 2, McCallister Section, Project No. NRS 239-A (1935).

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 239-A (1935)

UNIT NO. 2, McCALLISTER SECTION OF THE LITTLE BUTTE HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 11, 1934

200	cu. yds.	Trench Excavation	$ 1.00	$ 200.00
11,400	cu. yds.	Excavation, Single Classification	0.60	6,840.00
5,500	yd. sta.	Overhaul	0.03	165.00
200	yd. mi.	Truck Haul	0.40	80.00
0.97	mile	Finishing Roadbed and Slopes	350.00	339.50
240	lin. ft.	15" Concrete Pipe	2.25	540.00
240	lin. ft.	18" Corr. Iron Pipe	2.00	480.00
60	lin. ft.	36" Concrete Pipe	8.00	480.00
60	lin. ft.	36" Corr. Iron Pipe	7.00	420.00
			Sub-total	$ 9,544.50
			10% Engr. & Cont.	954.45
			Total	$ 10,498.95

Length	0.970 mile
Cost per mile	$ 10,823.65

NRS Funds Requested- -$ 10,498.95

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

239A

December 7, 1934

Mr. Edward F. Webber
Medford, Oregon

Dear Sir:

We are forwarding to you today by express a fully executed copy of contract #1671 awarded to you on November 1, 1 934, for the grading of Unit No. 2, McCallister Section of the Little Butte Secondary Highway in Jackson County.

This copy is for your records and files.

Very truly yours,

OG

Secretary.

239 P.

November 7, 1934

Mr. Edward F. Webber
Medford, Oregon

Dear Sir:

For use in connection with Unit No. 2, McCallister grading project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, City Hall, Medford, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc E. A. Collier
V. L. Goodnight

237A

November 9, 1934

Mr. Edward F. Webber
Medford
Oregon

Dear Sir:

This is to inform you that we have received information from the State Industrial Accident Commission that they have no record of you in their files which would indicate that you are not in good standing with the Commission so far as your contract with the State Highway Commission is concerned.

It is one of the strict requirements of the State Highway Commission that all successful bidders on its work shall accept the provisions of the Oregon Workmen's Compensation Act and carry on their work in strict compliance thereof. The State Highway Commission will expect you to conform with this requirement in connection with the contract awarded to you on November 1 for grading Unit No. 2, McCallister Section of Little Butte Secondary Highway in Jackson County.

Full information concerning this matter may be obtained from the State Industrial Accident Commission.

Very truly yours,

Secretary

HBG:AJ

November 7, 1934

237A

Mr. Edward F. Webber
Roseburg, Oregon

Dear Sir:

For use in connection with Unit No. 2, McCallister grading project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, City Hall, Medford, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc E. A. Collier
V. L. Goodnight

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 1, 1934

RECEIVED
NOV 3 19

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S. Public Works highway project NRS 239-A (1935), McCallister section of the Little Butte Creek Highway, to Edward F. Webber, Medford, Oregon, who submitted the second low bid of $9,544.50.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

On October 15 the Acting Chief of Bureau approved the project statement for Oregon U.S. Public Works highway project No. NRS 239, involving the improvement of one mile of road known as the McAllister section of the Little Butte Highway in Jackson County.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 10, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Public Works highway project NRS 239-A (1935), the Unit 2, McCallister section of the ~~Little Butte~~ Highway, have today been recommended for approval.

We are approving these documents, but cannot concur in award of contract until the project statement has been approved. However, no delay on this score is anticipated.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

October 6, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Unit No. 2, McCallister Section, Project No. NRS 239-A (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Public Works
Proj. No. 239-A (1935)

UNIT NO. 2, McCALLISTER SECTION OF
THE LITTLE BUTTE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement)

Salem, Oregon, October 6, 1934

200	cu. yds.	Trench Excavation	$1.00	$200.00
11,400	" "	Excavation, Single Classification	.60	6,840.00
5,500	yd. sta.	Overhaul	.03	165.00
200	yd. mi.	Truck Haul	.20	40.00
0.97	miles	Finishing Roadbed & Slopes	200.00	194.00
240	lin. ft.	18" Concrete Pipe	2.50	600.00
240	" "	18" Corrugated Iron Pipe	2.50	600.00
60	" "	36" Concrete Pipe	5.00	300.00
60	" "	36" Corrugated Iron Pipe	5.00	300.00
			Sub-total	$9,239.00
			10% Engr. & Cont.	923.90
			Total	$10,162.90

Length 0.970 mile
Cost per mile $10,477.21

NRS Funds Requested- $10,162.90

October 2, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement covering the McCallister Section of the Little Butte Highway. Number NRS 239 (1935) has been assigned to this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. NRS 239 (1935)
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY
NATIONAL RECOVERY HIGHWAY ACT
~~FEDERAL AID ROAD ACT~~
~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~
Approved June 16, 1933, and acts amendatory
thereof and supplementary thereto.

(Date) October 2, 1934

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon pursuant to the provisions of the Act of Congress approved ~~July 11, 1916 (39 Stat., 355)~~ June 16, 1933, entitled "An Act to ~~provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,~~ encourage National Industrial Recovery, to foster fair competition, and to provide for construction of certain useful public works," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Unit #2, McCallister Section, Little Butte Highway
2. Between ~~control points of official description:~~ a point in the NE. ¼, Sec. 31, T. 36 S., R. 3 E. and NW. ¼ Sec. 32, T. 36 S., R. 3 E.
3. Between intermediate control points if used: and

County of Jackson

4. Length in miles (gross) 1.0 (net) 1.0
5. Preliminary estimate of cost: Total, $ 10,000; section of road to be first improved, $ 10,000,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)
Sufficient to insure completion; Chapter 175, laws 1917; Chapter 31, laws 1920; Chapter 248, laws 1930. (Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income; Chapter 41, Laws 1927; Chapter 248, Laws 1930 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—6072

T.25 S.
T.26 S.
T.27 S.

LITTLE BU
PROJECT
NATIONAL
FOREST

CRATER
NATIONAL
FOREST

CONTRACT #1672,

NRFL 3-C Blue Mountain Pass Sec. 1934

1672

3-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 10, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: Oregon FLH 3-C (1935): Blue Mountain Pass Section of I.O.N.Highway

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Jron

Aug. 26 '35

Section C,
Oregon Project No. FLH 3 (1935).

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 6, 1935, by the Oregon State Highway Commission, and on August 3, 1935, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section C of Oregon Project No. FLH 3 (1935); and

WHEREAS, the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of said Section C be increased from $35,242.52 to $37,499.37:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the estimate approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of thirty-seven thousand, four hundred ninety-nine and 37/100 dollars ($37,499.37) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of thirty-seven thousand, four hundred ninety-nine and 37/100 dollars ($37,499.37), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-eight thousand, eight hundred seventy-six and 20/100 dollars ($38,876.20), the approved total estimated cost of Section C of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 26th day of June, 1936, and the Secretary of Agriculture on the 1st day of Oct, 1936.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By ______________________
Member, State Highway Commission

By ______________________
Member, State Highway Commission.

SECRETARY OF AGRICULTURE,

By ______________________
Acting Chief, Bureau of Public Roads.

Section C,
Oregon Project No. FLH 3 (1935).

[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury; and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify:

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [illegible] (19[illegible]) State of Oregon.

[illegible] the sum of $ [illegible]
[illegible]

as the total estimated cost of said project, and the sum of $[illegible] as the share of the United States payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this [illegible] day of September [illegible] one thousand nine hundred and [illegible].

Secretary of Agriculture.

By [illegible] Chief, Bureau of Public Roads.

3-e

June 23, 1936

O. N. Pierce & M. L. O'Neil & Son
73 N. E. Russell St.
Portland, Oregon

Gentlemen:

Your request for an extension of time on Contract No. 1672 was considered by the State Highway Commission at its meeting held on June 25, 1935, and the following action was taken:

"O. N. Pierce & M. L. O'Neil & Son, contract no. 1672 for grading Blue Mountain Pass Section of the I-O-N Highway in Malheur County, requested an extension of time of 60 days from June 30, 1935 to August 29, 1935 in which to complete this project, giving as their reason for such request that they were delayed by inclement weather and other contributing causes. The Engineer advised that the work of these contractors was seriously hampered by adverse weather conditions during the winter season, and it was physically impossible for them to complete the contract within the time limit specified in the contract. He recommended that the extension requested be granted without penalty. The Commission approved his recommendation by unanimous vote."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

DP

#1672

3-C

LYON TRUCK LINES

J. M. LYON

WINNEMUCCA, NEVADA

Dec.24, 1935

State Highway Commission
Salem, Oregon

Gentlemen:

We are in receipt of a letter from M.L. O'Neil regarding ~~mix~~ the account of M.L. O'Neil & Son at the Lyon Service Station in Nevada and with Lyon Truck Lines of Winnemucca Nevada. There was a misunderstanding on our part. We understood that the M.L. O'Neil & Son included C.R. O'Neil, whose account is still umpaid. When we learned that he was not part of the firm, we still believed that as father of the young man and his employer, that M.L. O'Neil would insist on his son's paying his debts, which sould have been held from his wages. We asked the son to produce receipts or evidence that it was paid, which he could not, but the father took his son's word that it was paid. We fully expected the father to protect our account, when it was in his power, even tho he was not legally responsible. But it seems to have been a caseof misplaced confidence on our part.

REFERRED TO
By State Highway Engineer

Theefor we may state that the account of M.L.O'Neil & Son is paid and we can whistle for our money from the son of M.L. O'Neil.

Yours truly,

J.M. Lyon

cc M.L. O'Neil

Lyon Truck Lines & Lyon Service Station
J.M. Lyon

#1672

Dec.16, 1935

M.L. O'Neil & Son
Warm Springs, Ore.

Gentlemen:

Replying to yours of Dec.12. received to-day. We had no answer to our letter of Sept.30 stating that your account was still unpaid. Enclosed is statement of same. Until this amount of $13.06 is paid the M.L. O'Neil & Son account is not cleared up.

Yours truly,
Lyon Truck Lines
By I J Lyon

cc State Highway Commission of Oregon

November 4, 1935.

Great American Indemnity Company
Harvey Wells Insurance Agency, Agents
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1672 for the construction of the Blue Mountain Pass Section of the I. O. N. Highway in Malheur County, has been completed by the contractors, O. N. Pierce & M. L. O'neil & Son, 73 N. E. Russell Street, Portland, Oregon, and that final settlement will be made by the State with said contractors for work done under this contract on or after November 14, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $35,613.80, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

71H 3C

#167

September 12, 1935.

Lyon Truck Lines

Winnemucca, Nevada

Attention: I. J. Lyon

Gentlemen:

We have your letter of September 10, concerning M. L. O'Neil & Son. Their contract of which you refer is our No. 1672 and is known as the Blue Mountain Pass on the I-O-N Highway in Malheur County.

This contract was awarded to O. N. Pierce and M. L. O'Neil & Son. Their headquarters address is 73 N. E. Russell Street, Portland, Oregon.

The contractors in connection with this contract, as all State Highway contracts, are required to furnish surety bond for the protection of labor and material claims. The bond in this instance was written by the Great American Indemnity Company for whom the Harvey Wells Insurance Agency are resident agents.

If you do not receive settlement from M. L. O'Neil & Son, you may take the matter up with their surety company.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:CE

LYON TRUCK LINES
J. M. LYON

WINNEMUCCA, NEVADA

Sept.10, 1925

State Highway Department
Salem, Oregon

Gentlemen:

Please advise us who is the [illegible] of the bills of J.L. O'Neill & Sons, who have been engaged for several months in building a highway in Oregon, north from McDermitt, Nevada and whose P.O. address has been McDermitt, Nevada.

About three weeks ago Mr. O'Neill promised us our check in a few days, but we did not receive it and since then he has left McDermitt and made no further statement to us.

This bill has not been paid for several months.

Thanking you for this information.

Yours truly,

Lyon Truck Lines

By J J Lyon

J. J. Lyon

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Sept. 13, 1935

Mr. Baldock:

In reference to the attached report regarding the claim of M. L. O'Neil, Mr. Smith will doubtless make you a complete report. However, I thought you might want to look over the carbon copy of Williams' letter.

C. B. McCullough

PLEASE FILE NO.

I am enclosing herewith copy of a letter addressed to me by M. L. O'Neil relative to his grading contract on the Blue Mountain Pass section of the I. O. N. highway in Malheur county. Mr. O'Neil has also discussed this matter with me personally and has stated that in his opinion he suffered a loss of approximately $5000 to $7000 for the reasons as set forth in his letter.

The following is an explanation of the manner in which the work was conducted and changes in plans:

This section, when originally located and quantities balanced, was based on the use of a 2 foot ditch in cuts greater than 5 feet and the use of 3 to 1 slopes of embankments under 5 feet with 1½ to 1 slopes on fills greater than 5 feet. In order to conform with the present standards of the Oregon State Highway Department, the typical section was changed before the letting of the project to a 4 foot ditch in cuts over 5 feet, 5 to 1 slopes on fills under 3 feet and 3 to 1 slopes on fills between 3 and 5 feet. This, naturally, increased excavation quantities in the cuts to a small extent as well as a slight increase in the fill quantities. To take care of such changes, slight grade revisions were made, but in each instance the grade revisions were in favor of the contractor and during the progress of the work he expressed a desire to have the grade line changed to even a greater extent through cuts containing hard materials, such as between stations 1200 and 1210. Through this cut, as well as cuts between stations 1170-1175, 1180-1187, 1255-1259, and 1319-1320 the grade line was raised in order that we not have

-1 22844 500 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 9, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. E. G. Smith

Dear Sir:

I am enclosing herewith copy of a letter addressed to me by M. L. O'Neil relative to his grading contract on the Blue Mountain Pass section of the I. O. N. highway in Malheur county. Mr. O'Neil has also discussed this matter with me personally and has stated that in his opinion he suffered a loss of approximately $5000 to $7000 for the reasons as set forth in his letter.

The following is an explanation of the manner in which the work was conducted and changes in plans:

This section, when originally located and quantities balanced, was based on the use of a 2 foot ditch in cuts greater than 5 feet and the use of 3 to 1 slopes of embankments under 3 feet with 1½ to 1 slopes on fills greater than 3 feet. In order to conform with the present standards of the Oregon State Highway Department, the typical section was changed before the letting of the project to a 4 foot ditch in cuts over 5 feet, 5 to 1 slopes on fills under 3 feet and 3 to 1 slopes on fills between 3 and 5 feet. This, naturally, increased excavation quantities in the cuts to a small extent as well as a slight increase in the fill quantities. To take care of such changes, slight grade revisions were made, but in each instance the grade revisions were in favor of the contractor and during the progress of the work he expressed a desire to have the grade line changed to even a greater extent through cuts containing hard materials, such as between stations 1200 and 1210. Through this cut, as well as cuts between stations 1172-1175, 1180-1187, 1253-1259, and 1319-1324 the grade line was raised in order that we not have

23844 800 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

an excess of material. In the greater proportion of these cuts, the material to be excavated was rock and as the contractor had a bid price on single classification only, such a raise in grade line was distinctly to his advantage as the hard materials were encountered in the lower portion of the cuts.

On that portion of the project between stations 1170+50 and 1400 there is very little difference in the manner in which the section was actually constructed and as shown on preliminary plans as the preliminary plans showed this section to be almost entirely a balanced section. On the balance of the line actual construction differed from the preliminary in that the use of 5 to 1 slopes on fills resulted in more material being secured from the excavations than called for in the plans with the result that very little actual borrow material was necessary. This manner of construction, however, did not involve the excavating of hard materials, as no rock materials were encountered north of station 1400.

Mr. O'Neil's contention appears to be that he suffered a loss due to the excess amount of free haul which he alleges he was forced to make. I have made a very careful analysis of the haul items on the project and I find that in the preliminary estimate the actual number of cubic yards to be hauled over a 500 foot free haul limit was 28,025 cubic yards. During actual construction there was a total of 39,946 cubic yards hauled over the 500 foot limit, or 11,921 cubic hards more than called for in the preliminary estimate. If this material had been borrowed immediately adjacent to the point at which the materials were to be deposited, the haul would have averaged approximately 50 feet, which means that 11,921 cubic yards were hauled 250

32544 500 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
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R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. G. Smith
Subject: Mr. O'Neil's letter re
Blue Mountain Pass Section.
Their claim of loss.

Page #3
9-9-35

feet farther than Mr. O'Neil claims he assumed they would be. Mr. O'Neil placed a bid of 2¢ per station yard for overhaul, so that an extra haul of 250 feet would result in a price of 5¢ per cubic yard for the 11,921 cubic yards hauled, or a total of $596.05.

Therefore, it appears that the only claim Mr. O'Neil might possibly have would be for such an amount, but the plans specifically stated that borrow excavation on the project was to be made at locations designated by the engineer and to lines and grades established by him. Therefore, Mr. O'Neil had no reason to assume that borrow materials would be borrowed immediately adjacent to their points of deposit.

On the other hand, the manner of construction on this project was considerably different than that used on the adjoining projects and it is a certainty that the manner in which the project was constructed is somewhat superior to the former construction. Mr. O'Neil's bid price was [illegible] per cubic yard higher than for material of approximately the same nature on the adjoining job, which might indicate that Mr. O'Neil's bid was based on the assumption that he would be required to do differently than before. If this were true, Mr. O'Neil would have no claim whatsoever.

It is my opinion that actual construction operations were somewhat different than Mr. O'Neil had assumed and if meeting with the approval of yourself and Mr. Baldock, I would recommend a settlement with Mr. O'Neil based on the price of 5¢ per cubic yard for each yard hauled over the free haul limit in excess of the yardage shown on the plans. This amount, as I have stated above, being $596.05.

I am not replying to Mr. O'Neil's letter until I have an opinion from you and Mr. Baldock relative to the same. I

COMMISSIONERS
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R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. M. G. Smith
Subject: Mr. O'Neil's letter re
Blue Mountain Pass Section.
Their Claim of loss.

Page #4
9-3-35

am enclosing federal aid plans of the project on which there is shown with a yellow line all grade lines that differ from the grade as set forth on the preliminary plans. If you will compare this grade line with the original, you will not find a great deal of variance. A comparison of the final construction profile with the preliminary profile will show not much variance between stations 1170 and 1400 and the only difference between stations 1400 and the north end of the project being in haul more than set forth in the preliminary plans.

I will appreciate your advising me whether you prefer to reply direct to Mr. O'Neill or whether you would prefer me to answer his letter.

The marked copy of the federal aid plans referred to above is being included in the express shipment of the semi-final records pertaining to the project.

Very truly yours,

W. C. Williams
W. C. WILLIAMS
Division Engineer

WCW:MA
Enc.

cc R. H. Baldock

FORM 5-24 35564 500 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

All work on the Blue Mountain Pass section of the Central Oregon highway in Malheur County was satisfactorily completed by O. N. Pierce, M. L. O'Neil & Son August 26, 1935.

The total cost of the project was $38,618.92 as compared with the project authorization of $38,876.20.

Some variation in contract items occurred and will set forth the reasons for such variations:

Trench excavation underran 55%. The underrun was caused almost entirely by overestimation of quantities in preparing the specifications.

There was practically no variation in excavation, but overhaul overran approximately 30% and truck haul 300%, although the actual quantity of truck haul was small. This overrun in the haul items was caused by the revision and manner in which the borrow materials were secured on the job. The preliminary estimate was prepared with the idea of borrow materials taken adjacent to the roadway, but during the actual construction operations, borrow was secured uniformly along cuts and fills, which necessitated additional haul.

An underrun of 122 feet in 24" culvert pipe, caused by rearrangement of such culvert pipe, which made it

8-M-1 22844 500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. G. Smith
Subject: Blue Mountain Pass Section
Grading Proeject Completed

Page #2
9-9-35

possible to decrease the lengths as called for in the preliminary plans.

Selected roadbed topping underran 1800 yards for the reason that considerable materials that were suitable for topping purposes were encountered in the excavation quantities and used as topping, thus decreasing the amount of selected topping to be placed later.

Very truly yours,

W. C. Williams
Division Engineer

WC:KA
C. R. H. Baldock

Form 333—5M—8-34

3, e

O[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 31, 1935

Section Blue Mountain Pass

Kind of work Grading

Highway O.O.H.

Section prefix 123-1004

Contractor O'N. Pierce, M.L. O'Neil & Son

Contract number 1672

Date of contract Nov. 1, 1934

Date of completion June 30, 1935

Date work started Nov. 9, 1934

Estimated date of completion Aug. 26, 1935

Amount of contract $35341.00

Per cent of time elapsed 124 %

Estimated cost of completed project, exclusive of engineering $35118.27

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $3500.65, 10.0 %

Date project was completed Aug. 26, 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished [illegible] on the
26th. [illegible] equipment
[illegible] garage
[illegible] finished and sent
[illegible] Friday will move
[illegible]
[illegible] Wednesday.

[illegible]

Signed [illegible]

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.86				
Miles partially completed	5.86				
Miles completed	[illegible]				
Total estimated quantities	[illegible]				
Estimated quantities moved or placed to date	[illegible]				
Average daily quantities	—				
Average daily quantities necessary to complete project on time	—				
Number shifts per day	[illegible]				
Hours per shift	[illegible]				
Average force on project for week	14				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Malheur COUNTY	Union COUNTY	[illegible] COUNTY	COUNTY	OTHER SOURCES		
Men	7	1	[illegible]			3	14
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	[illegible]		
Monday	[illegible]		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	[illegible]		
Saturday	"		

3C

August 24, 1935

Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Attention: Mr. Barnett

Gentlemen:

Reference is made to your request, by telephone, in regard to O. N. Pierce & M. L. O'Neil & Son's contract covering 5.86 miles of grading on the Blue Mountain Pass Section of the I-O-N. Highway in Malheur County, Contract No. 1672.

According to our records this job was 90% complete on August 10, 1935. Estimate No. 9, covering work done from July 10 to August 10 is now going through for payment. This estimate amounts to $3,514.53. The total paid to the contractor, not including Estimate No. 9, is $25,712.45. The retained percentage on this job is $2,650.65. The original date of completion was specified for June 30 but was extended to August 29, 1935. Present indications are that the work will be completed within the time limit as extended.

Yours very truly,

HBG:MC

Secretary

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FLH 3-C (1935)

August 16, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. W. Davis
Highway Engineer

Encls.

Hwy. 26255

Form P. R. 2

State Oregon

Project No. FLH-3, Section C

(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of June, 1935 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; including particularly the amendatory Act of June 24,1930 (46 Stat.805) and the acts approved June 16,1933 (Public No.67,73rd Cong.) and June 19,1934 (Public No. 412, 73rd Cong.)

Whereas the Highway Department of said State submitted on the 22nd day of October, 1932, a project statement, which was approved by the Secretary on the 1st day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 6 of said project which were recommended for approval by the United States District Engineer on the 24th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-five thousand, two hundred forty-two and 52/100 dollars ($35,242.52) as the share of the United States payable under said act on account of Section 6 of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State an amount sufficient to cover the cost of construction not otherwise provided from Chap. 175, Laws of 1917 and Chap. 31, Laws 1920 and Chap. 248, Laws of 1931.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Funds to the extent of $35,242.52 will be made available from the appropriation made by the Acts of June 16,1933 (Public No.67,73rd Cong.) and June 19, 1934 (Public No. 412, 73rd Cong.).

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1170+50 at the north end of FLH-3-B in the SW¼ of Section 33, T 37 S, R 42 E and survey station 1480+10 in the S½ of Sec. 1, T 37 S, R 41 E, W.M.

, length 5.863 miles, in Malheur County,

being Section C of Oregon project No. FLH-3, consisting of

5.863 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,

xxxxxxxxxxxxxxxx known locally as the Blue Mountain Pass section of the ION Highway, between official control points McDermitt and Jordan Valley.

5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of thirty-five thousand, two hundred forty-two and 52/100 dollars ($35,242.52), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-eight thousand, eight hundred seventy-six and 20/100 dollars ($38,876.20), the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248 Laws of 1931
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3d day of August, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By J Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

8-5513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. FLH-3-C (1935), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $38,876.20 as the total estimated cost of said project, and the sum of $35,242.52 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 3d day of August one thousand nine hundred and thirty-five

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4830

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

DANIEL MCPEAK
ALFRED W. HILLBACK
MANAGERS

241 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING
ATWATER 7305

PORTLAND, OREGON

June 15, 1935.

Mr. H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed find our consent to the extension of 60 days on the contract for the grading of the Blue Mountain Pass Section on the I-O-N Highway, Malheur County Oregon, contracted by O. N. Pierce and M. L. O'Neil & Son, also a formal request in writing from M. L. O'Neil.

We have previously given our consent for 50 days of extension of time, which kindly return to us for cancellation.

Thanking you, we are

Yours very truly,

HARVEY WELLS INSURANCE AGENCY

By: Harvey Wells

HW:W
Encl.

FORM 2-M-1 20036 800 3-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

~~#1672~~ Cont

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

File

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 7, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer

Dear Sir:

Relative to the request of O. N. Pierce and M. L. O'Neil & Son for an extension of time of fifty days from June 30 on contract #1672, Blue Mountain Pass Section, I.O.N. Highway in Malheur County:

Weather conditions in that locality during the past winter were very severe and grading operations were hampered by such weather. It does not appear that it was through any neglect of Mr. O'Neil that the contract can not be completed on time and it is my recommendation that he be granted extension requested without penalty.

Very truly yours,

W C Williams

W. C. WILLIAMS
Division Engineer

OK N. Smith
Const Engr.

[illegible]

Original date of completion is June 30, 1935 -

This extension will make the completion date August 19, 1935 -

OK

S[illegible]

212 N. Russell St.,
Portland, Oregon.
June 6, 1935.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen :

We hereby request an extension of fifty days time from June 30,1935 on Contract No. 1672 - Blue Mountain Pass Section in Malhuer County.

We were prevented from working much of the time during the winter by the snow which made it impossible to use some of our equipment on the road.

Respectfully,
O.N. Pierce, M. L. O'Neil & Son.

By M. L. Kimmell
O. N. Pierce

May 9, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Blue Mountain Section, Project No. FLH 3-C.

The FLH Funds set up for the project consist of the original allocation of $29,404.00 plus all unobligated balances. If your records do not agree to this amount ($35,242.52), please make the necessary corrections.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 3-C

BLUE MOUNTAIN PASS SECTION OF THE

I-O-N HIGHWAY IN MALHEUR COUNTY

Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 8, 1935

All Required		Clearing and Grubbing		$ 2,000.00
200	cu. yds.	Trench Excavation	$ 1.00	200.00
68,000	cu. yds.	Excavation, Single Classif.	0.33	22,440.00
73,000	yd. sta.	Overhaul	0.02	1,460.00
400	yd. mi.	Truck Haul	0.20	80.00
5.86	miles	Finishing Roadbed and Slopes	200.00	1,172.00
560	lin. ft.	18" Asphalt Coated Corr. Iron Pipe	3.00	1,680.00
660	lin. ft.	24" Asphalt Coated Corr. Iron Pipe	3.50	2,310.00
7,000	cu. yds.	Selected Roadbed Topping	0.20	1,400.00
13,000	yd. mi.	Hauling Roadbed Topping	0.20	2,600.00
			Sub-total	$ 35,342.00
			10% Engr. & Cont.	3,534.20
			Total	$ 38,876.20

Length	5.863 miles
Cost per mile	$ 6,630.76

FLH Funds Requested- -	$ 35,242.52
State Funds Available- -	3,633.68
	$ 38,876.20

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

March 19, 1935

F611-3 C.

Harvey Wells Insurance Agency
412 Failing Building
Portland, Oregon

Gentlemen:

Reply is made to your inquiry of March 18 concerning State Highway Contract No. 1672 awarded to O. N. Pierce and M. L. O'Neil & Son for the grading of the Blue Mountain Pass Section of the I.-O.-N. Highway in Malheur County.

This project is 46% complete. The contractors have been paid $13,801.32 to date; the retained percentage is $2,435.53. It is likely that the contractors will complete their project within the time limit specified in the contract, which is June 30.

Very truly yours,

Secretary

AJ

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

241 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING
ATWATER 7305

PORTLAND, OREGON

[illegible] 14th, 19[illegible].

Mr. [illegible]
[illegible]
[illegible], Ore.

Dear Sir:

[illegible] O'Neill [illegible] 1-J-N.

[illegible] paid to [illegible].

[illegible] position [illegible].

[illegible] figures, that [illegible] not [illegible],

[illegible]

Yours very truly,

[illegible]

4 0 %

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

241 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING
ATWATER 7305

PORTLAND, OREGON

[illegible] 18th, [illegible].

[illegible]
[illegible]
[illegible]

[illegible]:

I [illegible]

I [illegible] to [illegible] been paid to [illegible] to [illegible]

[illegible]

[illegible]

I [illegible]

[illegible],

FORM 6-A-1 10376 7000 7-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

#172

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

FLH-3C

February 22, 1935.

IN REPLY PLEASE REFER TO FILE NO.

O. N. Pierce, M. L. O'Neil & Son
212 N. Russell Street
Portland, Oregon.

Gentlemen:

This acknowledges receipt of the signed assignment forms, one covering all moneys due or to become due in connection with Contract #1672 to the First National Bank of Junction City, the other in favor of the same assignee, covering estimate #3 on Contract 1672 in the amount of $4,888.78, both executed for the company by O. N. Pierce.

Each of the assignments bears the name of the surety company but in presenting them for final approval the department attorney has asked me to return the blanket assignment to you, requesting that all of the partners sign the form. The voucher, when returned by the Commission will be released to the Secretary of State for final audit upon the return of the assignment form executed by all of the partners. Also, please note that this blanket assignment form should indicate in the space at the beginning of the form the amount of the consideration in order to make it a binding assignment.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

By Carl F. Smith
Auditor.

CFS L
✓ cc James McFarland
Office.

#167

FORM 5-A-1 15676 7500 7-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 20, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

O. N. Pierce, M. L. O'Neil & Son
212 N. Russell Street
Portland, Oregon.

Gentlemen:

This acknowledges receipt of your letter of Feb. 18th, stating that you wish to assign to the First National Bank of Junction City, Oregon, further payments on your estimates on Contract No. 1672.

Under the state requirements it will be necessary for you to sign before witnesses the attached Assignment of Claim form which covers an assignment of "All moneys due or to become due" on the contract mentioned. In order to become effective, this assignment must also be consented to, in writing, by the surety company on the contract.

Also, for convenience, I am forwarding copies of assignment blank covering the particular estimate No. 5, now passing through for payment, which is in the amount of $4,888.78, as the Secretary of State's office requires a definite signed assignment form with each assigned voucher. I am, therefore, requesting that you kindly execute before witnesses two copies each of the two assignment forms I am sending, and secure also the written consent of the surety company to the assignment of all moneys due or to become due.

In the meantime we are passing your voucher through for Commission approval but, naturally, cannot present it to the Secretary of State for final audit until the signed assignment and consent of the surety company are received.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.
By Carl F. Smith
Auditor.

CFS L
✓ cc H. B. Glaisyer, Secretary
Office.

FORM 2-K-1 17418 1800 10-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

#1672

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

December 24, 1934

FLH 36

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer,
Office.

Dear Sir:

I am handing you herewith four copies of an assignment made by M. L. O'Neil to his son Robert J. O'Neil of moneys due under state highway contract No. 1672.

These copies of the assignment have been consented to by the surety company and I presume one should be attached to each copy of the agreement.

Will you please see that the auditing department is properly advised?

Yours very truly,

JM Devers
J. M. DEVERS

JMD:PW
Inc.

noted aav 12/26

DEC 26 34

-6-33.

STA[illegible] OREGON—HIGHWAY DEPAR[illegible]

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Ten Dollars ($10.00) and other valuable consideration ~~($) Dollars~~, to me paid, I hereby sell, assign and transfer ~~the within claim for~~ all claims for funds earned under Contract No. 1672 for grading the Blue Mountain Pass section of the I.-O.-N. Highway in Malheur County to Robert J. O'Neil and authorize and empower said Robert J. O'Neil to act as agent for me and in my name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 25 day of November, 1934.

DEC 26 34

Executed in the presence of us as witnesses:

Robert [illegible]

Frank [illegible]

W. J. O'Neil

In consideration of the mutual benefits to be shared by the contractor and his surety the undersigned surety hereby consents to the foregoing assignment.

APPROVED:

~~[illegible]~~

Robert J. O'Neil

[illegible] COMPANY

~~[illegible]~~

OG Secretary

-6-33.

STA O REGON—HIGHWAY DEPAR E

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Ten Dollars ($10.00) and other valuable consideration ~~($) Dollars~~, to me paid, I hereby sell, assign and transfer ~~the within claim for~~ all claims for funds earned under Contract No. 1672 for grading the Blue Mountain Pass section of the I.-O.-N. Highway in Malheur County to Robert J. O'Neil and authorize and empower said Robert J. O'Neil to act as agent for me and in my name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 25 day of November, 1934.

DEC 26 34

Executed in the presence of us as witnesses:

Robt J [illegible]

Frank [illegible]

M L O'Neil

In consideration of the mutual benefits to be shared by the contractor and his surety the undersigned surety hereby consents to the foregoing assignment.

APPROVED:

Geo. Pierce

Robert J. O'Neil

Fred H. Barrett

ATTORNEY-IN-FACT

OG Secretary

M 6-33.

STA[illegible] OREGON—HIGHWAY DEPAR[illegible]

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Ten Dollars ($10.00) and other valuable consideration ~~($) Dollars~~, to me paid, I hereby sell, assign and transfer ~~the within claim for~~ all claims for funds earned under Contract No. 1072 for grading the Blue Mountain Pass section of the I.-O.-N. Highway in Malheur County

to Robert J. O'Neil and authorize and empower

said Robert J. O'Neil to act as agent for me

and in my name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 25 day of November, 1934

26 34

Executed in the presence of us as witnesses:

M. L. O'Neil

In consideration of the mutual benefits to be shared by the contractor and his surety the undersigned surety hereby consents to the foregoing assignment.

APPROVED:

~~Geo. Currie~~

Robert J. O'Neil

Very trul, yours,

OG

Secretary

December 6, 1934

O. N. Pierce, M. L. O'Neil & Son
73 N. E. Russell St.
Portland, Oregon

FLH-3C

Gentlemen:

We are sending to you today by express a fully executed copy of contract #1672 awarded to you on November 1, 1934, for the grading of the Blue Mountain Pass Section of the I-O-N Highway in Malheur County.

This copy is for your records and files.

Very truly yours,

OG

Secretary

November 7, 1934

Messrs. O. R. Pierce, M. L. O'Neil
& Son
73 N. E. Russell Street
Portland, Oregon

FLH 3C

Gentlemen:

For use in connection with the Blue Mountain Pass grading project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in those instructions should be addressed to the National Reemployment Office, Payne Building, Ontario, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc W. C. Williams
L. R. Chandler

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 1, 1934

NOV 3 19[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S. Public Works highway project FLEC 3-C, Blue Mountain Pass section of the I.O.N. Highway, to O. N. Pierce and M.L.O'Neil & Son, Portland, Oregon, who submitted the low bid of $35,342.00.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Lor

FORM 8-M-1 14280 300 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 1, 1934.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

IN REPLY PLEASE REFER TO FILE NO.

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing estimate of cost for comparison of bids on the Blue Mountain Pass Section of the I-O-N Highway in Malheur County.

You will note that the estimated cost of excavation, Single Classification, is 28½¢ per cubic yard. Test holes dug on this section show that there are approximately 9,000 cubic yards of rock and hardpan. Estimating this rock or hardpan at 70¢ per cubic yard and the common at 22¢ per cubic yard makes an average for the single classification bid of 28½¢ per cubic yard.

Very truly yours,

W C Williams

Division Engineer.

WCW:OG
Encl.

cc R. H. Baldock

112-4a

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

It has been decided to use the unexpended balance from the Federal Lands Funds on the I. O. N. At the present time they amount to about $17,000.00 and we expect a saving of approximately 3% of the Federal Lands Funds, therefore as nearly as can be determined the contract of $25,000 can be let on the I. O. N. This may contain a proviso by which it can be reduced 25% if funds are not available.

I would appreciate it if you would check over the construction jobs now going on on the Central Oregon Highway with Federal Funds and endeavor to anticipate the under run and then submit a gracing project on the I.O.N. to extend from Station 897 north, to the amount of about $27,000, using about 22 cents for common excavation.

If you decide that the under run on existing projects will amount to more than $8000.00, please advise before writing up the specifications for the project.

It has been decided to let this job some time in February, therefore estimates and specifications should be submitted as soon as convenient.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R. H. Baldock ✓

H. G. Smith,
Construction ENGINEER.

FORM 8-A-1 13742 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

September 25, 1934.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

During my inspection of the Blue Mountain Pass Section, I requested Mr. Chandler to dig some test pits and report on the classification, as he stated that he anticipated striking more of the rock found in the west end of the present contract.

The new job is being let on a single classification basis and this should be checked up immediately in order that a revised estimate of cost may be available for the letting if necessary.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of August 16 relative to proposed work on the Blue Mountain Pass section of the I.O.N. Highway (Project NRFL 3-C, 1935), and particularly to the last paragraph.

The proposed location of the borrow pits, as covered in your letter, is satisfactory, but would suggest that the resident engineer be advised of the methods to be used in order that contractors looking over the work may not be mislead, which, we understand, is the reason for the situation on the present work.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

August 16, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of August 13th, concerning the Blue Mt. Pass Project (Project NRFL 3-C) and the Nigger Flat-Stinkingwater Mt. Project (Project NRFL 4-E).

The preliminary program of FLH projects provided $29,404 for Project NRFL 3-C and $141,457 for NRFL 4-E. Present estimates indicate, however, that Project NRFL 3-C will cost $30,272, and as we would prefer not to set-up any state money for that project, we would like to transfer $868 of FLH funds from Project NRFL 4-E. This would leave the set-up of FLH funds as follows:

Project NRFL 3-C	$ 30,272
" NRFL 4-E	140,589
	$170,861

The estimated cost for Project NRFL 4-E is $155,058.75. The difference between this amount and the $140,589 of FLH funds proposed to be set-up for it, will be paid from state funds.

Relative to the locations of borrow pits on Project NRFL 3-C, we wish to advise that it will in no case be necessary to make borrow alongside of high fills, and we give you our assurance that no borrow will be made at locations where the slope requirements of your Bureau cannot be conformed with. On the plans, the borrow quantities are shown opposite the embankment in which the borrow materials are to be used, rather than at the locations from which the materials are to come. This is necessary for the reason that the sources of the borrow materials are not determined until after the work is started.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

August 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

REFERRED TO
Trabeck
By State Highway Engineer

Dear Sir:

Reference is made to P.S.& E. covering proposed Oregon U.S.Public Works project NRFL 3-C, Blue Mountain Pass Section of the I.O.N. Highway.

In reviewing this project, it is noted that the estimate calls for $868 more than was programmed, and as it is our understanding that this route is not on the State Highway System, we question where the additional money is to come from. While the bids may show sufficient reduction to come under the money allotted, the estimate should not show more Federal Funds than are available. On NRFL 4-E, there is shown some $15,000 more than programmed, so that we are obliged to reduce the Federal funds requested to the amount available.

On the plans several borrow pits are shown in draws or sags where the roadbed is in fill. This same design was used on Section A and B, and field inspections indicate this practice is not desirable from the standpoint of appearance. The paragraph on Borrow Excavation, page 22 of the Special Provisions, covers borrow in shall cuts and fills satisfactorily. However, on large fills there is a question as to its practicability.

We would be pleased to have you check this up and advise as to your views.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

August 16, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

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The preliminary program of FLH projects provided $29,404 for Project NRFL 3-C and $141,457 for NRFL 4-E. Present estimates indicate, however, that Project NRFL 3-C will cost $30,272, and as we would prefer not to set-up any state money for that project, we would like to transfer $868 of FLH funds from Project NRFL 4-E. This would leave the set-up of FLH funds as follows:

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	$170,861

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Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

August 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. covering proposed Oregon U.S.Public Works project NRFL 3-C, Blue Mountain Pass Section of the I.O.N. Highway.

In reviewing this project, it is noted that the estimate calls for $868 more than was programmed, and as it is our understanding that this route is not on the State Highway System, we question where the additional money is to come from. While the bids may show sufficient reduction to come under the money allotted, the estimate should not show more Federal Funds than are available. On NRFL 4-E, there is shown some $15,000 more than programmed, so that we are obliged to reduce the Federal funds requested to the amount available.

On the plans several borrow pits are shown in draws or sags where the roadbed is in fill. This same design was used on Section A and B, and field inspections indicate this practice is not desirable from the standpoint of appearance. The paragraph on Borrow Excavation, page 22 of the Special Provisions, covers borrow in shall cuts and fills satisfactorily. However, on large fills there is a question as to its practicability.

We would be pleased to have you check this up and advise as to your views.

Very truly yours,

W. H. LYNCH
District Engineer

CONTRACT #1673

NRS 218 A,B Hardman-Chapman Cr., 1934
Grading & Surfacing

1673

214 a B

October 25, 1935

Hon. Walter M. Pierce
R. D. No. 1
La Grande, Oregon

Dear Sir:

Responding to your communication of October 11, enclosing a further communication from Robert Burnside of Hardman, relative to his wages for services rendered the contractor, which was fully explained in the copy that you have of a letter from our Office Engineer under date of July 12. On the basis of our investigation, we do not feel that we can require the contractor to make any additional compensation.

Very truly yours,

State Highway Engineer

RHB:HI

[illegible]

Mr. H. G. Smith

[illegible]

~~Please look up the file and give me a copy of this report so that I can transmit it to Congressman Pierce.~~

Baldock

Reports etc attached

L

MEMBER
COMMITTEE ON AGRICULTURE

ess of the United States
ouse of Representatives
Washington, D.C.

[illegible]

Walter M. Pierce

[illegible] 16 1935

MEMBER
COMMITTEE ON AGRICULTURE

gress of the United States
House of Representatives
Washington, D.C.

La [illegible]
Oct [illegible]

Mr. R. H. Baldock,
State Highway [illegible]
Oregon Stat [illegible]
Salem,

My dear Mr. Baldock:

[illegible] of your letter [illegible]

[illegible]

[illegible]

Walter M. Pierce

MEMBER
COMMITTEE ON AGRICULTURE

HOME ADDRESS:
LA GRANDE, OREGON
R.D. No. 1

Congreſs of the United States
House of Representatives
Washington, D.C.

[illegible]

Walter M. Pierce

Claim

Portland, Oregon
August 16, 1935

Mr Walter M. Pierce.

Just [illegible] received your letter with [illegible] Swift's report on the nature of my [illegible] Pension.

[illegible] on the hearing [illegible] from the time they Started [illegible] arrived [illegible] then Eric o [illegible] I had ever [illegible] and the work [illegible] hired me to [illegible] around [illegible] around the middle of [illegible] that I performed most of [illegible] the [illegible] but [illegible] error [illegible]

Thats where I worked and my spare time was putin on the ground [illegible] [illegible] Oiler and pitman does he also [illegible] that [illegible] [illegible] of [illegible] of the [illegible] I always adjusted [illegible] [illegible] [illegible] and [illegible] and booster in the swing [illegible] and the runner done all [illegible] friction [illegible] which [illegible] do.

I [illegible] the [illegible] of [illegible] and [illegible] taking care of the Motor. I always started to work on the shovel at 7^{30} in the morning getting it ready to go to work at 8^{00} oclock then at noon I always greased the shovel [illegible] done [illegible] repair work it needs done on it They had a 30 Minute Noon [illegible] [illegible] quickly and [illegible] in ten or fifteen Min then I worked where I was most needed until 4.30 oclock then greased again and [illegible] for the [illegible]

And [illegible] that Affidavit Mr S.S. Brown [illegible] [illegible] made on a [illegible] out for him. Mr Manning asked me if I would and I told him certainly but that was the last I heard about it until I saw Mr. Black.

I have been working on the same kind of work at Tollgate ore and there I received $.75 an hr. for my work if there is any thing more you wish to know please write me will you.

Thanking you kindly
I remain

Yours Truly
[illegible] Barnard.
[illegible] Oregon

COPY

Hardman, Ore.
June 20, 1935

Mr. Walter Pierce

Dear Sir:

I am writing to you about the way I was paid wages on the road contract finishing the Heppner Spray road out of Hardman.

I went to work for Fisher Bros. in Nov. clearing right of way then when they started grading they put me to oiling on a yd. and a quarter gas Lorain 75 Shovel and they paid me the same wage for both jobs which was $.50 an hr.

I called Mr. Alex Manning Manager of the Reemployment office at Pendleton and he said that the scale for oilers was $.75 an hr. and he wanted me to sign an affidavit to it. Then he said no more about it so I wrote him a letter and he said that oilers wages was $.75 and pitman wages was $.50 but there is no pitman on a yd and a quarter shovel and I have heard no more from him about it.

The difference in wages would amount to $200.00 or more and I would like for you to tell me how to go about collecting it. Fisher Bros. live at Oregon City. Would you write to me and tell me what I can do and who to go to for collecting.

Thanking you kindly I remain

Yours truly

(Sgd) Robert Burnside

Gen. Del.
Hardman, Oregon

9-34
MMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 2, 1935

IN REPLY PLEASE REFER TO FILE NO.
Contract 1673
NRS 218-A, B

Mr. Dean Swift
Resident Highway Engineer
Pendleton, Oregon

Dear Sir:

We are enclosing herewith a copy of a letter by Robert Burnside, a former employee of Fisher Brothers on the Hardman-Chapen Creek Project. We believe you will find the letter self-explanatory.

In checking over the payrolls on this project, we find Mr. Burnside's classification shown as follows: Clearing and grubbing laborer at 50¢ per hour during November, 1934; Pitman at 50¢ per hour from December, 1934 to April, 1935, inclusive, and 1½ ton Truck Driver at 50¢ per hour during May, 1935.

We ask that you supply this office with a statement setting forth the exact work Mr. Burnside performed under these various classifications to the best of your knowledge and belief. It would be of advantage if you would check upon Mr. Burnside's statements with Mr. Alex Manning, Manager of the Reemployment Office at Pendleton.

Please investigate this matter thoroughly and furnish this office with the above requested statement as soon as possible.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by C. A. Bennett/GS
Encl.

cc Mr. H. G. Smith

Mr. W. C. Williams

Mr. Walter M. Pierce

Pendleton, Ore.
July 5, 1935

Mr. R. H. Baldock, State Highway Engr.
State Highway Department,
Salem, Ore.

Dear Sir:

Regarding the nature of the work performed by Mr. Robert Burnside, under his various classifications, on the Hardman-Chapin Creek Section.

From Nov. 10th, 1934 to Nov. 28th, 1934 Mr. Burnside was a laborer on a clearing gang, doing an axeman and sawmans work, falling trees, cutting brush, trimming trees, piling and burning brush and logs.

From Dec. 1st, 1934 to April 30th, 1935 he was a pitman on a 1¼ Cu. yard Lorrain shovel. Most of this time was spent on the ground near the shovel, keeping the grade smooth where the trucks were loading, throwing out the larger rock that fell off the trucks, blocking the shovel if it showed a tendency to run backwards while digging, and cranking the motor if it stalled. During the noon hour he would spend about 30 minutes applying grease to the moving parts and help fill the gas tank. After this he would take his noon period while the shovel resumed operations.

From May 1st, 1935 to June 13th, 1935 he drove a 1½ ton Ford truck hauling surfacing materials.

From a talk with Mr. Manning, National Re-employment Manager I gathered that he had written Mr. Manning regarding this classification, and Mr. Manning had ask him to make an affidavit as to the nature of the work he performed. He never made this affidavit. Mr. Manning also said he did not tell him there was no pitman on a 1½ yard shovel.

I don't think Mr. Burnside has any former experience on, or expert knowledge of, a Lorrain shovel which would enable him to do any minor adjustments or repairs. These were done, I believe by the runner. From my observations I would say he had about the softest job on the works, and I believe the classification of pitman covered his work correctly.

Very truly yours,

Dean Swift
Resident Engineer

cc Mr. H. G. Smith
Mr. W. C. Williams

15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 2, 1935

IN REPLY PLEASE REFER TO FILE NO.
Contract 1673
NRS 218-A, B

Fisher Brothers
Oregon City, Oregon

Gentlemen:

Enclosed herewith please find a copy of a letter by Robert Burnside, one of your employees on the Hardman-Chapen Creek Project. We believe you will find this letter self-explanatory.

In checking back over the payrolls on this project, we find Mr. Burnside's classification shown as follows: Clearing and grubbing laborer at 50¢ per hour during November, 1934; Pitman at 50¢ per hour from December, 1934 to April, 1935, inclusive and 1½ ton Truck Driver at 50¢ per hour during May, 1935.

We ask that you supply this office with a statement setting forth in detail the actual work done by Mr. Burnside under each of the above classifications. Please furnish this office with the above mentioned statement as soon as possible.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by C. A. Bonnett/GS
Encl.

cc Dean Swift

Walter M. Pierce

July 12, 1935

Mr. Robert Burnside
General Delivery
Hardman, Oregon

Dear Sir:

In response to your letter of June 20th to Congressman Walter M. Pierce, concerning your employment and payment by Fisher Brothers on the Hardman-Chapen Creek NRA Highway Project, we requested reports on this matter from our resident engineer, Dean Swift, and from Fisher Brothers. In addition, we requested our engineer to consult Mr. Alex Manning, Manager of the Reemployment Office at Pendleton before submitting his report.

These reports have been received by this office and after careful study and consideration we must say that it appears as though you were properly classified as pitman.

In order to be classified as an oiler proper it is necessary to take full charge of the oiling, greasing and servicing of equipment, to be able to make numerous minor adjustments, and to have the equipment started or ready to start on time. This requires a considerable amount of training and experience and involves work on several pieces of equipment. It would be impossible to find anywhere near full time employment for an oiler on one piece of equipment.

The reports we have received indicate that most of your time was spent on the ground performing work that is undoubtedly properly covered by your classification as pitman. Although you did do a certain amount of greasing during part of the regular noon hour, helped fill the gasoline tank, and cranked the motor, it appears that this work only took a very small part of your time and that you were never held responsible or accountable as an oiler.

It, therefore, appears that the very best possible classification you could hope for would be that of "assistant oiler", the minimum wage rate for which is 50¢ per hour, and that you have been paid the full amount due you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by C. A. Bonnett/GS

cc Walter M. Pierce
House of Representatives
Washington, D. C.

R. H. Baldock

H. G. Smith

1673

Additional Correspondence is in General Files

21xa13

July 23, 1935.

Collins Concrete and Steel Pipe Co.,
Corner N. Albina and River,
Portland, Oregon.

ATTENTION: Mr. R. A. Collins

Gentlemen:

Reply is made to your inquiry of the 22d inst. concerning final payment to Fisher Brothers for constructing the Hardman-Chapen Creek Section of the Heppner-Spray Secondary Highway, in Morrow County.

Investigation reveals that final settlement has not yet been made with this contractor, altho we anticipate making such final payment the end of this week. The amount of the payment will be $959.70.

This job was completed June 13, 1935 and was accepted by the State Highway Commission on June 25, 1935. If you have a claim against this contractor and decide to file notice of same with the State, it should be filed with the Secretary of State before the expiration of a period of six months from the date of acceptance of the contract by the State Highway Commission. I am enclosing a mimeograph copy of Chapter 280, Laws of Oregon for 1931, relating to filing of claims against public contracts.

The contract above referred to is State Highway Contract No. 1673. The bond in connection therewith was written by the Aetna Casualty & Surety Company, for which Bates, Lively & Pearson, are local agents, with offices in the Yeon Building, Portland, Oregon.

Yours very truly,

HBG:AD

Secretary

Encl.

July 22, 1935

B. G.

Fisher Bros. Cont. #1673 - Hardman-Chapen Creek Section was completed June 13, 1935 and was accepted June 25, 1935

Final payment will be made July 26, 1935 - Amt. $959.70

Last date for filing claims will be Dec, 25, 1935-Xmas day

---

el Pipe Co.
E COMPANY
IVER

J. J. COLLINS, PRESIDENT

#1673

July 22, 1935.

Oregon.

Dear Mr. Glaisyer:

Would you kindly let us know by return mail if Fisher Brothers, Contractors on the HARDMAN-CHAPEN CREEK job received their final estimate.

Also the time limit for filing against the bond after jobs are accepted by the Oregon State Highway Commission as completed.

Thanking you for this information, we remain

Yours truly,

COLLINS CONCRETE AND STEEL PIPE CO.

By R A Collins
B

RAC:B

Jim — look this up for me
AHB

#1013

TELEPHONE WALNUT 7670

Collins Concrete and Steel Pipe Co.

J. J. COLLINS, PRESIDENT

SUCCESSOR TO

COLLINS CONCRETE PIPE COMPANY

CORNER N. ALBINA AND RIVER
PORTLAND, OREGON

July 22, 1935.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem,
Oregon.

Dear Mr. Glaisyer:

Would you kindly let us know by return mail if Fisher Brothers, Contractors on the HARDMAN-CHAFEN CREEK job received their final estimate.

Also the time limit for filing against the bond after jobs are accepted by the Oregon State Highway Commission as completed.

Thanking you for this information, we remain

Yours truly,

COLLINS CONCRETE AND STEEL PIPE CO.

By R A Collins
B

RAC:B

JM—
Look this up for me
HBG

#1673

218 aB

July 16, 1935

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1673 for the construction of the Hardman-Chapen Creek Section of the Heppner-Spray Secondary Highway in Morrow County has been completed by the contractors, Fisher Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 26th, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $31,656.32 including the final payment. Of this amount $236.50 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

June 25, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S.P.W. Project No. NRS 218-A (1935), Hardman-Rock Creek Sec., Heppner-Spray Hwy., Morrow County, was made by a representative of this office on June 21, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Tr.

No. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

June 25, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S.P.W. Project No. NRS 218-B (1935), Rock Creek-Chapin Creek Section, Heppner Spary Hwy., Morrow County, was made by a representative of this office on June 21, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

FORM 5-E-1 18789 800 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

31 X A 12

June 21, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. R. G. Smith

Dear Sir:

The semi-final estimate on the Hardman-Chapen Creek Section of the Heppner-Spray Secondary Highway, which section was completed on June 13, shows a total cost of $34,071.00 as compared with the preliminary estimate of $36,157.30.

Variations in contract items exceeded 10 per cent in the following instances:

Trench excavation decreased materially for two reasons: Culvert pipe at Station 225, which was estimated to require 112 yards of trench excavation, was eliminated owing to construction of stock pass at said point. In other cases, small diversion ditches planned to be constructed as trench excavation were made larger and the material was paid for as ordinary excavation instead of trench excavation.

Common excavation underran approximately 4000 yards which underrun was the result of our not requiring the added percentage added to the profile quantities.

Solid rock overran approximately 800 yards due to a slightly higher classification in channel changes than had been anticipated.

Overhaul overran considerable due to adjustment of quantities which decreased the amount of truck haul. The total cost of hauling material, including both overhaul and truck haul items, show variation of considerable less than 10 percent.

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
Subject: Semi-final estimate
Hardman-Chapen Creek Section
Heppner-Spray Secondary Highway

Page #2
8-21-35

Hauling roadbed topping was decreased almost 50 per cent due to the ability to use more topping deposits than was originally contemplated.

Drainage conditions encountered during the construction of the project required some additional 18" and 36" pipe not contemplated in the preliminary estimate. 24" pipe underran due mainly to the elimination of pipe at Station 225 where stock pass was constructed instead.

Filler was increased approximately 40 percent owing to the necessity of using some filler to compact the top surfacing of the selected top materials before the crushed rock surfacing materials were placed thereon.

Sprinkling underran approximately 200 M. gallons, as, due to the rapid progress made in the placing of the crushed rock surfacing, a much smaller amount of water was required than estimated.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

Form 338—5M—8-34

MRS 2180.B

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 15, 1935

Section Hardman - Chapen Creek

Kind of work Grading and Surfacing

Highway Heppner - Spray

Section prefix 125 PB

Contractor Fisher Bros.

Contract number 1673

Date of contract Nov. 1, 1934

Date of completion July 31, 1935

Date work started Nov. 10, 1934

Estimated date of completion ……, 193…

Amount of contract $ 32,866.00

Per cent of time elapsed ……%

Estimated cost of completed project, exclusive of engineering $ 31,600.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 2400.00, 7.5 %

Date project was completed June 13, 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job was completed on Thursday of this week (June 13th) The contractor is now dismantling and moving his crushing plant and equipment.

F. D. Morgan, material inspector, was transferred from this job to J. [illegible]. [illegible]ever at Long Creek on Monday.

JUN 17 1935

Signed Dean Swift

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.1	6.2	Selected		
Miles partially completed			Roadbed		
Miles completed	3.1	6.2	Topping		
Total estimated quantities	65,500	5,000	5,000		
Estimated quantities moved or placed to date	61,867	4,900	5,194		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		2			
Hours per shift		7			
Average force on project for week		14			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	U. S. Employ COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	10					4	14
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants 1,

Compressors ......, Bull dozers ......, Sheet-foot rollers ......, Cat and blade 1, Trucks 4, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday			
aturday			

1

Hwy 24084

Form P. R. 2

State Oregon

U. S. Public Works Highway Project No. NRS 218, Section B
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5513

Iron

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of January, 1935 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.);

Whereas the Highway Department of said State submitted on the 20th day of October, 1933, a project statement, which was approved by the Secretary on the 31st day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 11th day of October, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty thousand, three hundred sixty-six and 60/100 dollars ($30,366.60) as the share of the United States payable under said act on account of Section B of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 193+00 in the NE 1/4 of Sec. 14, T 5 S, R 25 E, and survey station 322+56.5 in the NE 1/4 of Sec. 30 of T 5 S, R 26 E, W.M., length 3.052 miles, in Morrow County, being Section B of Oregon U.S.Pub.Wks.Hwy. project No. NRS 216 / (1935), consisting of 3.052 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length~~ locally as the Rock Creek - Chapin Creek section of the Heppner - Spray Highway.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of **thirty thousand, three hundred sixty-six and 60/100** dollars ($**30,366.60**), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ ~~not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ **is** ~~)~~, the approved total estimated cost of Section **B** of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927, and Chap. 348, Laws of 1931.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27th day of Feby, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By C. Washburne

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads

8—3518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub.Wks.Hwy. Project No. NRS 218-B, (1935), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 30,366.60 as the total estimated cost of said project, and the sum of $ 30,366.60 / as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal percentage share of~~ is said total estimated cost.

Done at the city of Washington, this 27th day of February one thousand nine hundred and thirty five.

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. NRS 218-A (1935) &
~~NRS 218-B (1935)~~

POST OFFICE BUILDING
PORTLAND, OREGON

March 9, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreements and certificates for the above numbered ~~Federal-aid~~ projects.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Hwy 24083

Form P. R. 2

State Oregon

U. S. Public Works Highway Project No. NRS 218, Section A
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of January, 1935

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933, and Act approved June 18, 1934, (Public No. 393, 73rd Congress);

Whereas the Highway Department of said State submitted on the 20th day of October, 1933, a project statement, which was approved by the Secretary on the 31st day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 11th day of October, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of five thousand, seven hundred eighty-six and no/100 dollars ($5,786.00) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal-aid percentage of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

, w hro

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from funds apportioned under the Act of June 18, 1934.**
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 29+00 at Hardman, and survey station 193+00, in the NE 1/4 of Sec. 14, T 5 S, R 25 E, W.M.**

, length **3.106** miles, in **Morrow** County, being Section **A** of **Oregon U. S. Pub. Wks. Hwy.** project No. **NRS 218 (1935),** consisting of **3.106** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, **known** [illegible]**locally as the Hardman-Rock Creek section of Heppner-Spray Highway.**

ROADS

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of five thousand, seven hundred eighty-six and no/100 dollars ($5,786.00), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ is / ~~not exceed the authorized Federal [illegible]~~

~~dollars ($[illegible])~~ the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~[illegible] by [illegible]~~
~~[illegible]~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927, and Chapter 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27th day of Feby, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By C. Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting *Chief, Bureau of Public Roads*

8—3518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Highway Project No. NRS-218-A, (1935), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $5,786.00 as the total estimated cost of said project, and the sum of $5,786.00 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 27th day of February one thousand nine hundred and thirty five

Secretary of Agriculture,

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4830

RECEIVED

25-9

February 5, 1935

MEMORANDUM FOR THE FILES:

The attached two copies, which are executed, of the agreement between the County Court of Morrow County and the State Highway Commission, cover the matter of construction of three cattle passes on the Hardman-Chapin Creek Section of the Heppner-Spray Secondary Highway in Morrow County at the following locations, viz: State Highway Engineer's Stations No. 201+25, No. 225+25 and No. 285+50. Subsequent to the signing of this agreement two cattle passes have been eliminated, leaving only one to be covered by the agreement.

In view of the above, and upon the advice of Mr. Devers, an executed copy of this agreement has not been forwarded to the County Court.

In conformity with theprovisions of the agreement, the County has advanced to the State the sum of $500.00 as its contribution toward the cost of the one cattle pass.

HBG:MC

Secretary

FORM 5-M-1 18716 900 6-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 17, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

Dear Sir:

With further reference to stockpasses on the Hardman-Chapin Creek Section on the Heppner-Spray Secondary Highway in Morrow County. As I previously advised you, the County Court of Morrow County made arrangements for the elimination of two stockpasses previously promised on this section, so that only one pass needs to be constructed. However, in making arrangements for the elimination of one of the stockpasses, it was agreed that approximately 1,000 feet of pipe line should be installed, which pipe line would empty into a water trough to furnish water for stock grazing on the pasturage.

The installation of this pipe line and trough could be eliminated if it were permissible to set the right-of-way fence in on the right-of-way around a rock cliff in order to permit stock to pass around the rock cliff. If sufficient room were left for the passage of the stock around the cliff, the fence would have to be set about 25' from the center line, and the Morrow County Court has requested permission to allow the moving of the fence in on the rightof-way to such an extent. If allowed to do this, the Court will grant an easement to the property owners for the usage of this portion of right-of-way with the provision in the easement that the same may be cancelled at any time upon request of the State Highway Commission. The owner of the property is very desirous of obtaining this arrangement in preference to the pipe line due to the probability of the pipe line and water trough freezing during cold weather, and also the passageway around the cliff would afford a connection between his two pasturages, which connection is cut off by the new highway.

If the fence were set 25 feet from the center line, it would be some 14 feet from the shoulder of the road and I can see no obstruction to either traffic or maintenance from the setting of the fence in this distance. I, therefore, request permission to allow

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Page 2.
Stockpasses on Hardman-Chapin Creek Section.

the Morrow County Court to install the fence in such a position after they have executed proper easement to the owner, whereby there would be no chance of the owner ever gaining possession of the property by reason of long usage.

The fence would need to be set in on the right-of-way between Stations 211 and 214.

Yours very truly

W C Williams

Division Engineer

WCW:BM

cc Mr. R. H. Baldock

FORM 2-M-1 17764 500 11-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 27, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

Dear Sir:

I am inclosing herewith a check drawn on the County Treasurer of Morrow County in the amount of $500.00, payable to the Oregon State Highway Commission. This check is a deposit put up by Morrow County for payment of stockpass to be constructed on the Hardman-Chapin Creek Section of the Heppner-Spray Secondary Highway.

County has made arrangements to install pipe line and water trough for the other contemplated stockpass so that the one pass is all that will be required. The estimated cost of this pass is $690.00, which amount is probably somewhat higher than the actual cost will be. Against this amount, the County Court is entitled to a credit of $190.00 for 38 feet of 36 inch pipe, at the contract price of $5.00 per foot, which pipe will not be required, due to the construction of the stockpass.

This pass will be constructed by M. Stephenson. In order that we may proceed with the work, I will appreciate your early approval of the order for State force work, which is inclosed herewith.

Yours very truly

Division Engineer

Check handed
to Miss Ingrey
L E Parsons
1-7-35

WC:BH

Incl.

cc Mr. R. H. Baldock

REFERRED TO
Prrbal
Pleasure Sign

RECEIVED
DEC 29 1934

for compl.

December 18, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Rock Creek-Chapen Creek Section, Project No. NRS 218-B (1935).

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 218-B (1935)

ROCK CREEK-CHAPIN CREEK SECTION
OF THE HEPPNER-SPRAY HIGHWAY IN
MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 11, 1934

All Required		Clearing and Grubbing		$ 2,000.00
400	cu. yds.	Trench Excavation	$ 1.00	400.00
60,000	cu. yds.	Common Excavation	0.22	13,200.00
5,500	cu. yds.	Solid Rock Excavation	0.50	2,750.00
32,000	yd. sta.	Overhaul	0.02	640.00
7,200	yd. mi.	Truck Haul	0.18	1,296.00
3.05	miles	Finishing Roadbed and Slopes	200.00	610.00
2,500	cu. yds.	Selected Roadbed Topping	0.25	625.00
4,000	yd. mi.	Hauling Roadbed Topping	0.18	720.00
300	lin. ft.	18" Concrete Pipe	2.25	675.00
150	lin. ft.	24" Corr. Iron Pipe	2.50	375.00
80	lin. ft.	36" Corr. Iron Pipe	5.00	400.00
2,500	cu. yds.	Crushed Rock Surfacing	1.30	3,250.00
250	cu. yds.	Filler	0.30	75.00
500	yd. mi.	Hauling Filler	0.18	90.00
250	M-Gal.	Sprinkling	2.00	500.00
			Sub-total	$ 27,606.00
			10% Engr. & Cont.	2,760.60
			Total	$ 30,366.60

Length	3.052 miles
Cost per mile	$ 10,038.44

NRS Funds Requested.. $ 30,366.60

State funds for construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.

State funds for maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931.

December 18, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Hardman-Rock Creek Section, Project No. NRS 218-A (1935).

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 218-A (1935)

HARDMAN-ROCK CREEK SECTION OF THE HEPPNER-SPRAY HIGHWAY IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 11, 1934

2,500	cu. yds.	Selected Roadbed Topping	$ 0.25	$ 625.00
4,000	yd. mi.	Hauling Roadbed Topping	0.18	720.00
2,500	cu. yds.	Crushed Rock Surfacing	1.30	3,250.00
250	cu. yds.	Filler	0.30	75.00
500	yd. mi.	Hauling Filler	0.18	90.00
250	M-Gals.	Sprinkling	2.00	500.00

Sub-total	$ 5,260.00
10% Engr. & Cont.	526.00
Total	$ 5,786.00

Length	3.106 miles
Cost per mile	$ 1,862.84

NRS Funds Requested. . . . . $ 5,786.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931.
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931.

December 17, 1934

257

Mr. H. G. Smith

Office.

Dear Sir:

At the last Commission meeting the Commission signed an agreement with Morrow County providing for construction of cattle passes on the Hardman-Chapen Creek Project. The County Court has been notified that it must deliver to us the certified check in the sum of $2,000.00 before the State will construct these cattle passes. In the meantime Mr. Glaisyer is holding the agreements.

Very truly yours,

RHB:OG

State Highway Engineer

FORM S-A-1 15910 15M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

December 10, 1934.

IN REPLY PLEASE REFER TO FILE NO.
213A
1

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

In the matter of the stock passes on the Hardman-Chapin Creek Section, I beg to advise that it is perfectly proper to construct the wooden cattle passes as soon as Morrow County furnishes us with a certified check to cover the cost of their installation. Mr. Glaisyer has been in correspondence with Morrow County concerning the necessity of furnishing this check but as yet we have not received it. I believe he informed them that deposit of $2200.00 would be necessary to cover the three passes, but of course if only two are to be built this can be reduced to about $1500.00.

We will notify you as soon as we have received the check but in the meantime it would be well for you to take it up personally with them in order that the job might be expedited.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

218A

December 7, 1934

Fisher Bros.
Route 3
Oregon City, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract #1673 awarded to you on November 1, 1934, for the Grading and Surfacing of the Hardman-Chapen Creek Section of the Heppner-Spray Secondary Highway in Morrow County.

This copy is for your records and files.

Very truly yours,

OG

Secretary.

FORM B-M-1 15718 500 6-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

~~218A~~
1-5-4

November 30, 1934

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

Dear Sir:

In regard to the matter of substituting 72" corrugated iron pipes for wooden stock passes on the Hardman-Chapen Creek Section of the Heppner-Spray Secondary Highway. The matter has been brought to the attention of Morrow County Court and it is agreeable to the Court, but they must first secure the approval of the owners for which the passes are being installed. I expect a definite decision in the matter within the next few days.

I have requested the Beall Pipe and Tank Corporation to furnish an estimate of the cost of this pipe, f.o.b. Heppner, in order that I may accurately compute the cost for the completed culverts, and as soon as I have all information, I will take the matter up with you further. I personally am in favor of installing the pipes, due to the decreased cost of maintenance.

Yours very truly

W C Willia

Division Engineer

WCW:BH

cc Mr. R. H. Baldock

November 8, 1934

Fisher Bros.
Route 3
Oregon City, Oregon

2-13A

Gentlemen:

For use in connection with the Hardman-Chapen Creek grading and surfacing project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Court House, Pendleton, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. C. Williams
Mr. Dean Swift

November 2, 1934

218A

Fisher Bros.
Route 3
Oregon City, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on November 1 for grading and surfacing Hardman-Chapin Creek Section of Heppner-Spray Secondary Highway in Morrow County, and has awarded to you the contract for such work at your bid price of $52,866.00.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 1, 1934

RECEIVED
NOV 3 19[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S. Public Works highway project NRS 218-A and B (1935), the Hardman-Chapin Creek section of the Heppner-Spray Highway, to Fisher Bros. of Oregon City, Oregon, who submitted the low bid of $32,866.00.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 11, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Public Works highway project NRS 218-A (1935), the Hardman-Rock Creek section of the Heppner-Spray Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Tr

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 11, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S.Public Works highway project NRS 218-B (1935), the Rock Creek-Chapen Creek section of the Happner-Spray Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

10-

October 5, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Rock Creek-Chapman Creek Section, Project No. MRS 218-B (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 218-B (1935)

ROCK CREEK-CHAFEN CREEK SECTION
OF THE HEPPNER-SPRAY HIGHWAY IN
MORROW COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 5, 1934

All Required		Clearing and Grubbing		$ 800.00
400	cu. yds.	Trench Excavation	$ 1.00	400.00
60,0 0	cu. yds.	Common Excavation	0.24	14,400.00
5,500	cu. yds.	Solid Rock Excavation	0.80	4,400.00
32,000	yd. sta.	Overhaul	0.02	640.00
7,200	yd. mi.	Truck Haul	0.18	1,296.00
3.05	miles	Finishing Roadbed & Slopes	200.00	610.00
2,500	cu. yds.	Selected Roadbed Topping	0.30	750.00
4,000	yd. mi.	Hauling Roadbed Topping	0.15	600.00
300	lin. ft.	18" Concrete Pipe	2.00	600.00
150	lin. ft.	24" Corr. Iron Pipe	3.00	450.00
80	lin. ft.	36" Corr. Iron Pipe	6.00	480.00
2,500	cu. yds.	Crushed Rock Surfacing	1.80	4,500.00
250	cu. yds.	Filler	0.50	125.00
500	yd. mi.	Hauling Filler	0.15	75.00
250	M-Gal.	Sprinkling	1.75	437.50
			Sub-total	$ 30,563.50
			10% Engr. & Cont.	3,056.35
			Total	$ 33,619.85

Length	3.052 miles
Cost per mile	$ 11,015.67

NRS Funds Requested . . . . $ 33,619.85

SWR8-218A

October 5, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany surfacing specifications for the Hardman-Rock Creek Section.

Five bid proposals and five blueprint copies of the plan summary sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 218-A (1935)

HARDMAN-ROCK CREEK SECTION OF THE HEPPNER-SPRAY HIGHWAY IN MORROW COUNTY

(Estimate to accompany surfacing specifications. Not as basis for project Agreement).

Salem, Oregon, October 5, 1934

2,500	cu. yds.	Selected Roadbed Topping	$ 0.30	$ 750.00
4,000	yd. mi.	Hauling Roadbed Topping	0.15	600.00
2,500	cu. yds.	Crushed Rock Surfacing	1.80	4,500.00
250	cu. yds.	Filler	0.50	125.00
500	yd. mi.	Hauling Filler	0.15	75.00
250	M-Gal.	Sprinkling	1.75	437.50
			Sub-total	$ 6,487.50
			10% Engr. & Cont.	648.75
			Total	$ 7,136.25

Length	3.106 miles
Cost per mile	$ 2,297.56

NRS Funds Requested. . . . . $ 7,136.25

FORM S-M-1 10410 500 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK X
STATE HIGHWAY ENGINEER
SALEM

21871B

25-2

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 15, 1934.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

IN REPLY PLEASE
REFER TO FILE NO.

Attention: Mr. N. G. Smith

Dear Sir:

Replying to your letter relative to the need of surfacing on the Hardman-Chapin Creek Section, I wish to advise that we will secure a character of surfacing during grading operations which I believe will be satisfactory until the remaining section is graded.

Considerable talus material is available along the route being graded, and we ~~will~~ are using this material for topping as much as possible. This material is rather coarse, but we will attempt to smooth it up to some extent by incorporating a small amount of finer material which can be borrowed from bars along Rock Creek.

There is a section approximately 3,000 feet in length at the extreme east end of the project, which is constructed entirely of common material. It is my intention at this time to secure a price agreement from the contractor for a small amount of gravel topping for this section, the cost of which can be taken from the small under-run which at this time it appears we will have on the work.

Surfacing of the type described above will be satisfactory until all the section is graded, at which time a standard surfacing should be placed from Hardman to Chapin Creek. This surfacing, however, will not be expensive. It will be possible to use talus rock for the base and using only two or three inches of crushed material for a smoothing course.

Very truly yours,

W C Williams

Division Engineer.

WCW:OG
cc R. H. Baldock.

CONTRACT#1674,

NRS 238-A Hayden Gulch-West Forest 1934
Bdry., Grading

1674

238-A

December 31, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of December 17, 1935, concerning the final voucher for Project No. NRS 238-A (1935).

It is our suggestion that payment be made in the corrected amount of $2,138.96.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 17, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final voucher recently submitted for Oregon USPW Project NRS 238-A (1935).

The following items have been determined to be ineligible for Federal participation:

Rental of State-owned cars, C-141 at $21, K-21 at $33, K-102 and 132 at $36 per month; Vouchers TV-69, 133, 83, 126, 452, 9, 62, 171, 215, 422	$226.90
Rental of State-owned transit #94 at $5 per month; Vouchers TV-422, 452, 9, 62, 69, 133, 171, 215	31.00
Rental of State-owned level #4 at $4 per month; Vouchers 452, 9, 62, 69, 133, 171, 215	18.10
Voucher TV-1715: Two drafting tables and horses $7.05; one drafting stool $0.80; one level rod $7.50; one brush hook $0.93	16.28
Voucher TV-1018: Six metallic tape fillers	11.10
TOTAL	$303.38

While there are eligible items on the voucher in excess of the project agreement amount, we have been advised that the claim on the face of the voucher is incorrect, i.e., the voucher claims a total of $2,148.06 for the bridge, while only $2,138.96 is eligible, the difference of $9.10 being the prorated part of the ineligible $303.38. In order to avoid a reduction being made in the voucher, it will be necessary that you have it rewritten so as to claim $9.10 more on the roadway portion, as we cannot pay more for roadway than is claimed, even though the total claimed for roadway and bridge would not be exceeded.

[illegible]

Will you please advise us as soon as possible whether we should have the voucher returned for correction or ask that it be paid in a reduced amount.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

Reduced amt O.K.
RHB

23 [illegible]

October 31, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith is enclosed four copies of final Federal Aid Voucher in the amount of $1,755.77 for the Hayden Gulch-West Forest Boundary Section, Project No. NRS 238-A (1935).

For the reasons set forth in the statements of overruns and underruns attached to the final estimate, an overrun occurred in the cost of roadwork on this project and an underrun occurred in the cost of the bridge. Accordingly, it is our desire to utilize the unused Federal funds which were set up in the agreement estimate for the bridge to offset the increased cost of the roadwork. We have prepared the final voucher on this basis.

The constructed length of the project is the same as given in the plans which you now have. A slight change in location was made for the Lightening Creek Bridge but the length of the structure was not changed.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

[illegible]

228 a

16

AUGUST 13, 1935

Maryland Casualty Company,
Hansen & Rowland Inc.,
Washington Building,
Tacoma, Wash.

Gentlemen:

You are hereby notified that State Highway Contract No. 1674 for the construction of the Hayden Gulch-West Forest Boundary Section of the Little Sheep Creek Secondary Highway in Wallowa County has been completed by the contractors, Colonial Construction Company, 326 W. First Avenue, Spokane, and that final settlement will be made by the State with said Colonial Construction Company for work done under this contract on or about August 23, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $68,164.63 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

by

Secretary

HEG:MD

Federal

No. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

June 1, 1935

Mr. R. H. Balcock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon USPW Highway Project No. NRS-238 (1935) ______, was made by a representative of this office on May 22, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

REFERRED TO
Provost
State Highway Engineer

Jto

-1 20039 500 3-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

23

May 20, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

All work on the Hayden Gulch-West Forest Boundary Section, Little Sheep Creek Secondary Highway in Wallowa County has been completed satisfactorily by the Colonial Construction Company and I am submitting herewith Semi-Final Estimate for the project.

You will note that the project authorization was overrun in the amount of approximately $5400 for which overrun an additional authorization request was submitted to you some ten days ago. As explained in the request for additional authorization, the overrun was caused principally by an overrun of common and solid rock excavation.quantities.

Trench excavation underran approximately 53%. The underrun resulted principally from the necessity of making additional borrow pits which served as drainage to the extent that some culvert pipes were eliminated. Also, some diversion ditches that were estimated to be performed as trench excavation were made largely in order to secure additional materials for embankments and were paid for as common excavation.

Common excavation was overrun approximately 5000 yards, which resulted from the greater shrinkage than had been anticipated. Embankments constructed by the compaction method showed shrinkage as high as 43% and although the rock overbreak was used wherever available to take care of this high shrinkage, some additional common excavation was required

20039 500 3-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
B. ALDRICH, PENDLETON

B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 20, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
Subject: HaydenGulch-WestForest Boundary Sec.
Little Sheep Creek Secondary Highway
Wallowa County - Semi Final Estimate
Project Completion

Page #2

Solid rock shows an overrun of approximately 30%. This overrun was caused by the encountering of a greater amount of solid rock in the channel changes than was contemplated and the rock broke in such a manner while blasting as to require sloping to approximately 3/4 to 1 and 1 to 1 slopes, whereas the estimated quantities were based on ½ to 1 slopes to a large extent. In this connection, I wish to state that the contractor used caution in blasting the cuts and the overbreak can not be attributed to any negligence or carelessness on his part.

Overhaul shows an increase of approximately 20%, due, of course, to the overrun of excavated materials.

The 40% overrun in the item "rounding cutbanks" resulted from the request of the Bureau of Public Roads that all cutbanks, regardless of their height, be rounded, whereas the estimate was based on the rounding of cutbanks above 5 feet in height only.

The excess of rock excavation was used to such advantage that the necessity of rip rap for slopes was not required. A total of 1366 lineal feet of culvert pipe of all sizes was used in the project as compared with an estimate of 1610 lineal feet. This underrun was caused by the eliminating of some culverts and the reason that the additional allowance for culvert pipes was not required.

An explanation of the ~~over~~under run of items pertaining to construction of the two concrete spans can be furnished by the Bridge Department if the same is required.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

NBS 238a

Form 338—5M—8-34

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 18., 1935

Section Hayden Gulch- West Forest Boundary

Kind of work Grading

Highway Little Sheep Creek Secondary

Section prefix 132 PA

Contractor Colonial Construction Co

Contract number 1674

Date of contract Nov. 1, 1934

Date of completion Sept.30., 1935

Date work started Nov. 12, 1934

Estimated date of completion ...., 193..

Amount of contract . . . . . . $ 62,510.00

Per cent of time elapsed 60.1 %

Estimated cost of completed project, exclusive of engineering . . . $ 68,269.72

Per cent of contract completed, based on total contract price . . . 100 %

Engineering costs to date, $ 3,802.49, 5.57 %

Date project was completed May 7., 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor finished work on the seventh of this month. We finished the estimate on the 16 ofthe month and took the estimate to LaGrande on Friday the 17.

I am now starting in the survey from Enterprise to Joseph but will be unable to run any line until I receive some stakes.

MAY [illegible] 1935

Signed Edward Chidsey

Address Enterprise Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	ENANCE ATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.00				
Miles partially completed					
Miles completed	6.00				
Total ~~estimated~~ quantities	149,919				
Estimated quantities moved or placed to date	149,919				
Average daily quantities	300				
Average daily quantities necessary to complete project on time	0				
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cloudy		
Monday	clear		
Tuesday	cloudy		
Wednesday	clear		
Thursday	cloudy		
Friday	cloudy		
Saturday	cloudy		

FORM S-M-1 20039 500 3-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Const.
[illegible]
Price agreement

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 13, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I am enclosing herewith, for your approval, Price Agreement covering the purchase of 69 feet of concrete culvert pipe left over upon completion of the Hayden-Gulch-West Forest Boundary Grading Project.

Due to the neces ity of making more borrow on this project than contemplated, the borrow pit served as drainage to the extent that this amount of culvert pipe was not required. The price of $1.55 per foot was the actual cost of the culvert pipe f.o.b. Joseph and the cost of hauling the pipe from Joseph to the job was 25¢ per foot.

Very truly yours,

WCWilliams

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.
cc R. H. Baldock

FORM 5-M-1 20030 500 3-35
COMMISSIONERS
ESLIE M. SCOTT, CHAIRMAN, PORTLAND
ARL G. WASHBURNE, EUGENE
B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

23812

May 10, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I am enclosing herewith an authority for additional expenditure in the amount of $3759 on the Hayden-Gulch-West Forest Boundary Section of Little Sheep Creek Secondary Highway in Wallowa County.

This project was constructed by means of La Teaurneau scraper and power shovel. Practically all common excavation was moved with the scrapers and placed in the fills in layers. The capacity of the scrapers was 12 yards, which resulted in extreme compaction of materials and shrinkage on the project ran as high as 40% on certain of the lighter materials. Due to this heavy shrinkage, the quantities on the project overran approximately 14000 yards, of which amount approximately 5600 yards were common materials and 8800 yards solid rock materials.

Solid rock materials, of course, were not secured as borrow, but resulted from overbreak. The rock materials especially, throughout the Box Canyon of this section, broke in extremely large segments when blasted and although the contractor used caution in blasting, the contractor was unable to avoid a certain amount of overbreak.

The overrun of $3759 is approximately 6% of the amount of the project authorization. I will appreciate your consideration of this request for additional expenditure.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.
cc R. H. Baldock ✓

FORM 5-H-1 20000 500 3-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
ARL G. WASHBURNE, EUGENE
. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 1, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commossion
Salem, Oregon

Attention Mr. J. N. Bishop

Dear Sir:

The construction on the Hayden Gulch-West Forest Boundary Section of Little Sheep Creek Secondary Highway #350 in Wallowa County is practically completed, the contractor expecting to have all finishing and details completed some time between the 5th and 10th of May.

As the completion of this section opens up a new route from the Wallowa valley to Imnaha on a very good grade and fair alinement, the Joseph Commercial Club and prominent ranchers and cattle men located on the Imnaha River and ranches between the Joseph and Imnaha territories are planning a celebration in honor of the opening of this new highway at some date between the 5th and 10th of May.

The maintenance crew, in the mean time, have spent some little time and effort in order to recondition the riding surface on the [illegible] miles of this highway now under maintenance. It is needless to say that the section under contract, six miles in length, will be in excellent driving condition, while the section immediately to the north and adjoining the section now being completed, is in very poor condition. This section consists of 8.7 miles, completed in 1934 by the U. S. B. P. R, project E-59-A.

On the above section, the ditches are entirely filled,

ESLIE M. SCOTT, CHAIRMAN, PORTLAND
ARL G. WASHBURNE, EUGENE
B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 1, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Bishop
Subject: Little Sheep Creek Secondary #350

Page #2

the roadbed is partially covered with bowlders and the approaches to all bridges have settled to the point where driving during the hours of darkness would really be considered dangerous.

3

Will you kindly advise what provisions have been made by the Bureau of Public Roads for the maintenance of the above section?

Very truly yours,

W. C. WILLIAMS
Division Engineer

By W. W. Stiffler
W. W. STIFFLER
Office Engineer

WWS:VA

cc R. H. Baldock

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRS 238-A (1935)

POST OFFICE BUILDING
PORTLAND, OREGON

March 7, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Tw

Hwy 24067

Form P. R. 2

State Oregon

U.S.Public Works Hwy. Project No. NRS-238, Section A (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of January, 1935

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.) approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.)

Whereas the Highway Department of said State submitted on the 30th day of August, 1934, a project statement, which was approved by the Secretary on the 17th day of September, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 17th day of October, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

sixty-eight thousand, seven hundred sixty-one and no/100

dollars ($68,761.00) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 390+00 in the N½ of Section 1, T 2 S, R 46 E, and survey station 455+50 in the NE¼ of Section 16, T 1 S, R 47 E (excepting therefrom the bridge between survey stations 397+33 and 397+70)

, length 5.957 miles, in Wallowa County, being Section A of Oregon U.S.Public Works/ Highway project No. NRS-23B (1935), consisting of 5.953 miles of roadway and one bridge~~s~~, ~~each~~ of more than 20 feet clear span, .004 of a mile in length, known locally as the Hayden Gulch-Forest Boundary Section Little Sheep Creek Highway.

8-5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixty-eight thousand, seven hundred sixty-one and no/100 dollars ($68,761. 00), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share~~ of

~~dollars ($~~ is xxxxx), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27th day of Feby, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting *Chief, Bureau of Public Roads*

8—3518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Highway Project No. NRS-238-A (1935) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 68,761.00 as the total estimated cost of said project, and the sum of $ 68,761.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 27th day of February one thousand nine hundred and thirty five,

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4830

FORM 8-H-1 18723 500 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

238A

February 18, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

The Colonial Construction Company has signified its willingness to round all cut slopes on the Little Sheep Creek Secondary Highway Project and I am enclosing herewith a written confirmation of the same.

NOTED
State Highway Engineer

They advise me that they can not widen the short section on the south end of the project from 18 feet to 22 feet at their unit bid price, but will be glad to do the work upon force account basis.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
cc Mr. R. H. Baldock
enc.

December 18, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Hayden Gulch-West Forest Boundary Section, Project No. NRS 238-A (1935).

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works
Proj. No. NRS 238-A (1935)

HAYDEN GULCH-WEST FOREST BOUNDARY SECTION OF THE LITTLE SHEEP CREEK HIGHWAY IN WALLOWA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 11, 1934

Roadwork:

All Required		Clearing and Grubbing		$ 4,000.00
500	cu. yds.	Trench Excavation	$ 1.00	500.00
105,000	cu. yds.	Common Excavation	0.29	30,450.00
28,000	cu. yds.	Solid Rock Excavation	0.55	15,400.00
105,000	yd. sta.	Overhaul	0.01	1,050.00
5,500	yd. mi.	Truck Haul	0.15	825.00
5.96	miles	Finishing Roadbed and Slopes	200.00	1,192.00
7,000	lin. ft.	Rounding Cutbank	0.10	700.00
200	cu. yds.	Riprap	1.00	200.00
900	lin. ft.	18" Concrete Pipe	2.60	2,340.00
420	lin. ft.	18" Corrugated Iron Pipe	1.80	756.00
130	lin. ft.	24" Corrugated Iron Pipe	2.70	351.00
100	lin. ft.	30" Corrugated Iron Pipe	3.50	350.00
40	lin. ft.	36" Corrugated Iron Pipe	5.00	200.00
				$ 58,314.00

Lightning Creek Bridge (17' Span)

70	cu. yds.	Structural Excavation	$ 2.00	$ 140.00
5	cu. yds.	Structural Excavation below Plans	3.50	17.50
34	cu. yds.	Class "A" Concrete	23.00	782.00
13	cu. yds.	Class "D" Concrete	24.00	312.00
6,500	lbs.	Metal Reinforcement	0.07	455.00
44	lin. ft.	Concrete Handrail	3.00	132.00
				$ 1,838.50

Sub-total, Roadway	$ 60,152.50
10% Engr. & Cont.	6,015.25
Total, Roadway	$ 66,167.75

Little Sheep Creek Bridge (23' Span)

55	cu. yds.	Structural Excavation	$ 2.00	$ 110.00
5	cu. yds.	Structural Excavation below Plans	3.50	17.50
45	cu. yds.	Class "A" Concrete	23.00	1,035.00
18	cu. yds.	Class "D" Concrete	24.00	432.00
8,500	lbs.	Metal Reinforcement	0.07	595.00
56	lin. ft.	Concrete Handrail	3.00	168.00
			Sub-total, Bridge	$ 2,357.50
			10% Engr. & Cont.	235.75
			Total, Bridge	$ 2,593.25

Length of Roadway 5.953 miles
" " Bridges
(Sta. 455+82) 23 ft.
(Sta. 397+50) 37 " (Exception

60 ft............ 0.011 mile

Total Length.............................. 5.964 miles

Cost per mile............................. $ 11,115.02

NRS Funds Requested:

Roadway.................................. $ 66,167.75
Bridge................................... 2,593.25

$ 68,761.00

State funds for construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.
State funds for maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931.

December 7, 1934

Colonial Construction Company
326 West First Avenue
Spokane, Washington

Gentlemen:

We are sending to you today by express a fully executed copy of contract #1674 awarded to you on November 1, 1934, for the grading of the Hayden Gulch-West Forest Boundary Section of the Little Sheep Creek Secondary Highway in Wallowa County.

This copy is for your records and files.

Very truly yours,

OG

Secretary.

#1674

December 5, 1934

238

Hansen & Rowland, Inc.
Tacoma
Washington

Gentlemen: Attention of Mr. F. Tunnard
Surety Bond Department

Reference is made to your letter of December 1 regarding your copy of the Colonial Construction Company's contract for the construction of the Hayden Gulch-West Fork Boundary Section of the Little Sheep Creek Secondary Highway in Wallowa County.

Your copy of the contract will be mailed to you as soon as it is signed, and approved by the Attorney General. I anticipate that it will be ready for delivery some time this week.

Very truly yours,

Secretary

HBG:AJ

H&R INC.

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. D. ROWLAND, SECY.

December 1, 1934.

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 44627 - COLONIAL CONSTRUCTION CO. to STATE OF OREGON - Hayden Gulch-West Fork Boundary Section, Little Sheep Creek Secondary Highway in Wallowa County, Oregon. Your Contract No. 1764.

Gentlemen:

On November 9, 1934, we forwarded to you four executed copies of the above bond and contract, requesting you to return a copy of the bond and contract for the surety company to Hansen & Rowland, Inc., 201 Washington Building, Tacoma, Washington. We have not received the copy for the surety company and trust you will forward it as soon as approved.

Thanking you, we are

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.

By F Turnard
Surety Bond Department.

FT

NRA
MEMBER
U.S.
WE DO OUR PART

#1674

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG.
11 SOUTH SECOND STREET
P O DRAWER 56

WALLA WALLA, WASH.

231

November 26, 1934

Colonial Building Company
Spokane, Wash.

Oregon State Highway Commission,
Salem, Ore.

Gentlemen.

We would appreciate your completing and returning to us the attached form covering grading job recently awarded the above company, Hayden Gulch west forest boundary (Little Sheep Secondary Highway), known we believe as Contract No. 1674, NRS 238.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA,

R.T.VIVIAN, District Sales Manager

By R. T. Vivian EBG

EBC:DH
Attach

NRA
MEMBER
WE DO OUR PART

November 8, 1934

Colonial Construction Co.
326 West First Avenue
Spokane, Washington

Gentlemen:

For use in connection with the Hayden Gulch-West Forest Boundary grading project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Foley Building, La Grande, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. C. Williams
Mr. Edward Chidsey

November 2, 1934

238

Colonial Construction Co.
W. 326 First Avenue
Spokane, Washington

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on November 1 for grading and construction of two reinforced concrete bridges on Hayden Gulch-West Forest Boundary Section of Little Sheep Creek Secondary Highway in Wallowa County, and has awarded to you the contract for such work at your bid price of $62,510.00.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 1, 1934

RECEIVED
NOV - 3 19

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S. Public Works highway project NRS 238 (1935), Hayden Gulch-West Forest Boundary section of the Little Sheep Creek Highway, to the Colonial Construction Co., Spokane, Washington, who submitted the low bid of $62,510.00.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 17, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The plans, specifications and estimate for Oregon U. S. Public Works Project NRS 238-A (1935), the Hayden Gulch-West Forest Boundary Section of The Little Sheep Creek Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

October 13, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Hayden Gulch-West Forest Boundary Section, Project No. NRS 238-A (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works
Proj. No. NRS 238 A (1935)

HAYDEN GULCH-WEST FOREST BOUNDARY SECTION OF THE LITTLE SHEEP CREEK HIGHWAY IN WALLOWA COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, October 13, 1934

Roadwork:

All Required		Clearing & Grubbing		$ 2,000.00
500	cu. yds.	Trench Excavation	$1.00	500.00
105,000	" "	Common "	.25	26,250.00
28,000	" "	Solid Rock Excavation	.75	21,000.00
105,000	yd. sta.	Overhaul	.02	2,100.00
5,500	yd. mi.	Truck Haul	.20	1,100.00
5.96	miles	Finishing Roadbed & Slopes	200.00	1,192.00
7,000	lin. ft.	Rounding Cutbank	.10	700.00
200	cu. yds.	Riprap	2.00	400.00
900	lin. ft.	18" Concrete Pipe	2.50	2,250.00
420	" "	18" Corrugated Iron Pipe	2.50	1,050.00
130	" "	24" " " "	3.50	455.00
100	" "	30" " " "	4.50	450.00
40	" "	36" " " "	6.00	240.00
				$59,687.00

Lightning Creek Bridge (17' Span):

70	cu. yds.	Structural Excavation	$3.00	$ 210.00
5	" "	" " below plans	5.00	25.00
34	" "	Class "A" Concrete	22.00	748.00
13	" "	Class "D" Concrete	23.00	299.00
6,500	lbs.	Metal Reinforcement	.06	390.00
44	lin. ft.	Concrete Handrail	5.00	220.00
				$ 1,892.00
		Sub-total, roadway		$61,579.00
		10% Engr. & Cont.		6,157.90
		Total, roadway		$67,736.90

Little Sheep Creek Bridge (23' Span):

55	cu. yds.	Structural Excavation	$3.00	$ 165.00
5	" "	" " below plans	5.00	25.00

45	cu. yds.	Class "A" Concrete	$22.00	$ 990.00
18	" "	Class "B" Concrete	23.00	414.00
8,500	lbs.	Metal Reinforcement	.06	510.00
56	lin. ft.	Concrete Handrail	5.00	280.00

Sub-total, bridge $ 2,384.00
10% Engr. & Cont. 238.40

Total, bridge $ 2,622.40

Length of Roadway- - - - - - - - - - - - - - 5.953 miles
" " Bridges
(Sta. 453+82) 23 ft.
(Sta. 397+50) 37 " (Exception)

60 ft.- - - - .011 mile

Total length- - - - - - - - - - - - - - - - - 5.964 miles
Cost per mile- - - - - - - - - - - - - - - - - $11,378.61

NRS Funds Requested:

Roadway- $67,736.90
Bridge - 2,622.40

$70,359.30

FORM 5-M-1 14880 800 3-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 25, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. M. G. Smith

Dear Sir:

In reply to your recent letter requesting additional information on the Hayden Gulch-Forest Boundary Section, LittleSheep Creek Secondary Highway in Wallowa County.

The bridge at station 497+50 is a standard pile trestle 18 ft. wide. The trestle consists of 1 - 23' span on the south end and 1 - 14 ft. span on the north end. The end stations of the bridge are 597+55 and 597+70.

On that portion partially constructed by the county, there are two corrugated iron culverts in place. At station 407+10 there is a 15" iron culvert 60 ft. long. At station 424+24 there is a 15" iron culvert 54 ft. long.

The structure adjacent to the center line at station 493+50 is a beaver dam as labeled on the 100 ft. map. This beaver dam should be removed prior to construction of the fill, but the removing of the same will be covered in the clearing and grubbing work.

Profile print is being returned herewith.

Very truly yours,

W C Williams

Division Engineer.

WCW:OG
Encl.
cc R. H. Baldock

FORM 5-A-1 18743 10M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

September 20, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

The following information is needed to complete the Hayden Gulch Forest Boundary Section of the Little Sheep Creek Secondary Highway.

1 - What is the width and type of bridge in place over the Little Sheep Creek at approximate Station 397; also what are the stationings at the ends of the bridge.

2 - What are the kinds, size and length of the existing culverts on the section graded by the county; also the stationing of each.

3 - The plans show some kind of a structure at the Beaver Pond Station 493+50. This structure is very close to the center line. Is it to be removed, and - or replaced, or can it be covered up.

Please show this information on the print of the profile which is being sent to you for that purpose. We would appreciate having this information at your earliest convenience.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓

August 31, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Hayden Gulch-West Forest Boundary Section of the Little Sheep Creek Highway in Wallowa County. We have assigned number NRS 238 (1935) to this project.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NRS 238 (1935)
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY
NATIONAL RECOVERY HIGHWAY ACT
~~FEDERAL AID ROAD ACT~~
~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~
Approved June 16, 1933, and acts amendatory thereof and supplementary thereto.

(Date) August 30, 1934

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved June 16, 1933 ~~July 11, 1916 (39 Stat., 355)~~, entitled "An Act to encourage National Industrial Recovery, to foster fair competition, and to provide for construction of certain useful public works," ~~to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,~~" as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Hayden Gulch-East Forest Bdy. Sec. Little Sheep Creek Highway
2. Between ~~control points of official description:~~ a point NW¼ of Sec. 1, T. 1 S., R. 46 E. and a point in the NE¼ of Sec. 16, ~~and~~ T. 1 S., R. 47 E.
3. Between intermediate control points if used: and

County of Wallowa

4. Length in miles (gross) 5.9 (net) 5.9
5. Preliminary estimate of cost: Total, $65,000; section of road to be first improved, $65,000, of which $3,000 is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.) Sufficient to insure completion: Chapter 173, laws 1917; Chapter 31, laws 1920; Chapter 248, laws 1930. (Source; refer to statute.)

(b) County (Amount.) (Source; refer to statute.)

8—5072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income; Chapter 41, laws 1927; Chapter 248, laws 1930 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

CONTRACT#1676.

NRS 210-B Church Sec., Grading & 1934
Surfacing

1676

#1676

2108

August 1, 1935

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1676 for the construction of the Church Section of the Cape Blanco Secondary Highway in Curry County has been completed by the contractor, F. C. Dillard, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 10, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $10,653.27 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

FORM 9-44 10154 5M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 5, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

-OVERRUNS AND UNDERRUNS CHURCH SECTION-

ATTN: H. C. SMITH

Dear Sir:

Trench excavation, draintile and gravel backfill in drains all overran because of increased requirements for drainage which developed during construction. This is an exceptionally wet section and considerable care was taken to provide drainage for all water.

The extra depth trench excavation was over estimated.

The 18" culvert pipe items both overran as it developed during construction that additional culverts would be required at stations 165+50, 180+10 and 2 short culverts under the approach road for Hughes.

Overhaul underran because too large an allowance was added to the original net quantities. The actual over haul underran the original net quantities 160 station yards.

Truck haul item was not required. This item was put in to have a truck haul price in case any developed.

The item for lumber and timber overran. Timber inlet boxes for the culverts were constructed because of soft material at the upper end of the pipe culverts. Also a cattle guard was constructed at the west end of the section.

Class "B" concrete underran slightly and this item was over-estimated in the preliminary estimate.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

FORM [illegible] 10184 5M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

210 G

June 24, 1935.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Your letter of June 21st, received concerning final records for grading of Church Section.

This section had to be entirely remeasured and E. E. Johnston had the Curry County rock production contract and the Marshfield paving contract both going at that time and in addition was refiguring quantities for South Approach to Coos Bay Bridge and for this reason he has been slow submitting the final

I have transferred computor Duffey and he has sent in the Coos Bay Bridge data and has the Church section well under way and I expect will have it in in a few days. I am asking him today to center his attention to that and expedite completion.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock✓
cc. E. E. Johnston

EAC:AWF

A-1 16619 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 21, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Our records show that the grading of the Church Section on the Cape Blanco Secondary Highway, Contract #1676, was completed on May 13th. To date we have no record of having received the final estimate or records. This was a very small job and it would appear that the final should have been completed and sent in some time ago.

Will you please advise why these records are being held up.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock

Form 338—5M—8-34

NEC 210B

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 18, 1935

Section CHURCH

Kind of work Grading & Surfacing

Highway Cape Blanco Secondary

Section prefix 16 CB

Contractor F. C. Dillard

Contract number 1674

Date of contract Nov. 8, 1934

Date of completion July 31, 1935

Date work started Nov. 15, 1934

Estimated date of completion May 12, 1935

Amount of contract $9471.88

Per cent of time elapsed 185/265 70%

Estimated cost of completed project, exclusive of engineering $10405.55

Per cent of contract completed, based on total contract price 100%

Engineering costs to date, $1020.12, 10.8%

Date project was completed May 12, 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible] of this week. The contractor [illegible]ded shoulders, cleaned ditches and cleaned up the [illegible] the job throughout and took equipment off the job.

MAY 2 0 1935

Signed

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	NTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.42	0.42			
Miles partially completed	—				
Miles completed	0.42	0.42			
Total estimated quantities	15000	[illegible]			
Estimated quantities moved or placed to date	15000	[illegible]			
Average daily quantities	82	100			
Average daily quantities necessary to complete project on time	—	—			
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Curry COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2					1	3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ... , ... , ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Cloudy		
Tuesday	[illegible]		
Wednesday	[illegible]		
Thursday	Cloudy		
Friday	Rain		
Saturday	Clear		

No. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 14, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of USPW Proj. NRS 210-B (1935), Church Section, Cape Blanco Highway, Curry County, ______________________, was made by a representative of this office on May 5, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRS 210-B (1935)

POST OFFICE BUILDING
PORTLAND, OREGON

March 15, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

Encls.

Jm

Agr. 24158

Form P. R. 2

State Oregon

U. S. Public Works Highway Project No. NRS 210, Section B
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 18th day of January, 1935

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933, and Act approved June 18, 1934, (Public No. 393, 73rd Congress):

Whereas the Highway Department of said State submitted on the 25th day of September, 1933, a project statement, which was approved by the Secretary on the 17th day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications; and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 13th day of October, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, four hundred eighteen and 10/100 dollars ($10,418.10) as the share of the United States payable under said act on account of Section B of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State **from funds apportioned under the Act of June 18, 1934.** (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 162+30, in the NE 1/4 of sec. 1, T 32 S, R 16 W, W.M., at the west end of Section A of said project, and survey station 184+70, in the SW 1/4 of sec. 36, T 31 S, R 16 W, W.M.**

, length **0.424** / **of a** mile~~s~~, in **Curry** County, being Section **B** of **Oregon U. S. Pub. Wks. Hwy.** project No. **NRS 210 (1935)**, consisting of **0.424** / **of a** mile~~s~~ of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, **known** ~~[illegible]~~ **locally as the Church section of the Cape Blanco Highway.**

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of ten thousand, four hundred eighteen and 10/100 dollars ($10,418.10), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~/ is ~~[illegible]~~

~~[illegible]~~ the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~[illegible]~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1917, and Chapter 248, Laws of 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 1st day of March, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By C. Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as/ U. S. Public Works Highway Project No. NRS 210-B, (1935) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 10,418.10 as the total estimated cost of said project, and the sum of $ 10,418.10 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of said~~ is the total estimated cost.

Done at the city of Washington, this 1st day of March one thousand nine hundred and thirty-five

Secretary of Agriculture,

By [illegible]
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible]

FORM S-A-1 16810 15M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

210 B

Feb. 6, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

In compliance with circular letter dated Jan. 25th, requesting copy of contractors letter asking for permission to sublet work etc, we are attaching hereto letter from F. C. Dillard, contractor on the Church Section Cape Blanco Secondary Highway. A copy of the Division Engineer's letter approving the subcontract is also attached. A copy of the contract agreement between Mr. Dillard and the subcontractor, Mr. Adolphson was sent to your office Dec. 24th, 1934.

This is the only sub-contract executed to date on jobs now under way in this division. What do you want us to do about contracts that have been completed? Should we attempt to secure the information called for in the circular letter of Jan. 25th, for all NRA contracts? If so please advise and we will attempt to secure them.

Very truly yours,

E. A. Collier
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock
CDC:AWF

December 18, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Church Section, Project No. NRS 210-B (1935).

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 210-B (1935)

CHURCH SECTION OF THE

CAPE BLANCO HIGHWAY IN CURRY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 11, 1934

All Required		Clearing and Grubbing		$ 800.00
300	cu. yds.	Trench Excavation	$ 1.00	300.00
20	cu. yds.	Extra Depth Trench Excavation	3.00	60.00
14,400	cu. yds.	Excavation, Single Classification	0.40	5,760.00
7,000	yd. sta.	Overhaul	0.03	210.00
100	yd. mi.	Truck Haul	0.25	25.00
0.42	mile	Finishing Roadbed and Slopes	200.00	84.00
530	lin. ft.	8" Porous Drain Tile	0.50	265.00
180	lin. ft.	18" Concrete Pipe	2.50	450.00
180	lin. ft.	13" Corr. Iron Pipe	2.50	450.00
100	cu. yds.	Gravel Backfill in Drains	1.25	125.00
8	M-FBM	Lumber and Timber	49.00	392.00
5	cu. yds.	Class "B" Concrete	20.00	100.00
450	cu. yds.	Bar-run Gravel Surfacing	1.00	450.00
			Sub-total	$ 9,471.00
			10% Engr. & Cont.	947.10
			Total	$10,418.10

Length	0.424 mile
Cost per mile	$ 24,570.99

NRS Funds Requested- $10,418.10

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920,
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

Dec. 10, 1934.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto you will find sub-contract between F. C. Dillard, now constructing the Church Section of the Cape Blanco Secondary Highway and Henry Adolphsen, who undertakes to grade with a 60 caterpillar.

This has been approved by the Resident Engineer and myself. This sub-contract is the first and only one to be let on this job and does not exceed 20%. I am informed that Adolphsen has performed considerable grading work and I had Emory Johnston read the provisions to him relating to sub-contracting and to the construction of the embankment in 8" layers.

I also had Mr. Johnston inform Mr. Dillard's agent that the sub-contractor must be paid by the main contractor as provided in section 7 under sub-contracting. The price agreed upon seems low but Adolphsen, after being fully informed by Engineer Johnston, wishes to go ahead and thinks he can make wages for himself and his tractor.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

NOTED
State Highway Engineer

December 7, 1934

21 B

Mr. F. C. Dillard
Port Orfard, Oregon

Dear Sir:

We are enclosing herewith a fully executed copy of contract #1676 awarded to you on November 1, 1934, for the grading and surfacing of the Church Section of the Cape Blanco Secondary Highway in Curry County.

This copy is for your records and files.

Very truly yours,

OG

Secretary.

encl.

FORM 8-A-1 19874 7900 7-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

210 B

Nov. 26, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

NOTED
State Highway Engineer

Dear Sir:

Attached hereto you will find price agreement for furnishing and placing Port Orford Cedar lumber for culvert intake on the Cape Blanco Secondary Highway under contract 1676. We constructed two of these culvert intakes on the Sixes River section built last year and they are working satisfactorily.

This intake is required at station 168+87 to permit the intake end of the culvert to be placed low enough to take water from 8" porous draintile in a deep drain ditch to be constructed above the road. The price of $49.00 is the same as the contractor bid for lumber and timber in cattle pass.

No additional authorization is requested.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

210B

November 15, 1934

Mr. F. C. Dillard
39 Summer Avenue
Medford, Oregon

Dear Sir:

For use in connection with the Church grading and surfacing project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, I.O.O.F. Building, North Bend, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. E. A. Collier
Mr. E. E. Johnston

November 15, 1934

2103

Mr. F. C. Dillard
Medford
Oregon

Dear Sir:

Confirming my telegram to you of November 10, this letter is to inform you that the State Highway Commission on November 8 awarded to you the contract for the construction of the Church Section of Cape Blanco Secondary Highway in Curry County on the basis of your bid submitted on November 1.

Contract forms will be sent you shortly for execution. In the meantime you may proceed with your construction operation. We are particularly anxious to get this work under way.

Very truly yours,

Secretary

HBC:AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 8, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U. S. Public Works highway project NRS 210-B (1935), the Church section of Cape Blanco Secondary Highway, to F. C. Dillard, Medford, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

October 11, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Church Section, Project No. NRS 210-B (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Cooperation is requested on the cattle pass which is to be constructed on this project, the purpose for the structure being to allow stock to cross the highway without endangering traffic.

The description given in your letter of October 20, 1933, concerning the project statement for Project NRS 210 indicates that Project No. NRS 210-B (1935) is covered as well as Project No. NRS 210-A, and, accordingly, we have not submitted revised project statement papers for NRS 210.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works
Proj. No. WRS 210-B (1935)

CHURCH SECTION OF THE

CAPE BLANCO HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, October 11, 1934.

All Required		Clearing & Grubbing		$ 100.00
300	cu. yds.	Trench Excavation	$1.00	300.00
20	" "	Extra Depth Trench Excavation	2.00	40.00
14,400	" "	Excavation, Single Classification	.50	7,200.00
7,000	yd. stas.	Overhaul	.02	140.00
100	yd. mi.	Truck Haul	.20	20.00
0.42	mile	Finishing Roadbed & Slopes	250.00	105.00
530	lin. ft.	8" Porous Drain Tile	.50	265.00
180	" "	18" Concrete Pipe	2.50	450.00
180	" "	18" Corrugated Iron Pipe	2.50	450.00
100	cu. yds.	Gravel Backfill in Drains	1.00	100.00
8	M-FBM	Lumber & Timber	60.00	480.00
5	cu. yds.	Class "B" Concrete	20.00	100.00
450	" "	Bar Run Gravel Surfacing	1.00	450.00
			Sub-total	$10,200.00
			10% Engr. & Cont.	1,020.00
			Total	$11,220.00

Length of Project	0.424 mile
Cost per mile	$26,462.26

WRS Funds Requested- $11,220.00

CONTRACT"1677,

18-1201 Klamath Falls Rock Production
1934

1677

#1677

18-II A

October 28, 1935.

Maryland Casualty Company
Hansen & Rowland, Inc., Agents
Washington Building
Tacoma, Washington

Gentlemen:

You are hereby notified that State Highway Contract No. 1677, for the construction of the Beaver Marsh Section of The Dalles-California and Green Springs Highway in Klamath County, has been completed by the contractors, Newport Construction Company and Kern & Kibbe, 315 Governor Building, Portland, and that final settlement will be made by the State with said contractors for work done under this contract, on or after November 7, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $22,263.71, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

18 Ga

September 25, 1935.

Shell Oil Company
Terminal Sales Building
13th and Morrison
Portland, Oregon

Attention: Frank J. Murner

Gentlemen:

In response to your inquiry of September 24, you are advised that the Newport Construction Company, contract No. 1677, Beaver Marsh Section in Klamath County, was completed August 2, and was accepted August 14.

Final payment has not yet been made on this contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1677
[illegible]. G

SHELL OIL COMPANY

SHELL PETROLEUM PRODUCTS

TERMINAL SALES BUILDING
13TH AND MORRISON

PORTLAND

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

September 24, 1935

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Newport Construction Company

It has been reported that Newport Construction Company's Contract No. 1677 has been completed.

We would appreciate your confirmation of this, and if the job is completed will you please also furnish us with the date of acceptance.

Thanking you for your usual prompt attention.

Yours very truly,

RER:S

SHELL OIL COMPANY

FRANK J. HURNER
asst. Division Credit Manager

Final not made

Form 338—5M—2-35

ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 3, 1935

Section Beaver Marsh

Kind of work Rock Production

Highway The Dalles - California

Section prefix 18 DA

Contractor Newport Const. Co & Kern & Kibbe

Contract number 1677

Date of contract November 8, 1934

Date of completion April 30, 1935

Date work started April 19, 1935

Estimated date of completion August 2, 1935

Amount of contract $ 20,700.00

Per cent of time elapsed 100 plus %

Estimated cost of completed project, exclusive of engineering $ 20,700.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 931.50, $4\frac{1}{2}$ %

Date project was completed August 2, 1935

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the crushing on Thursday and finished shaping piles on Friday. Work officially completed August 2, 1935.

Final estimate will issue on the 10th following.

This is final weekly report for the project.

Signed

Address 119 S Fifth Street, Klamath Falls, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			36		
Miles partially completed					
Miles completed			36		
Total estimated quantities			9000		
Estimated quantities moved or placed to date			9000		
Average daily quantities			183		
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			6		
Average force on project for week			29		

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men Supervision							2
Men and teams Skilled							2
Men and trucks under 3 tons Intermediate							6
Men and trucks over 3 tons Unskilled							19
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1,

Compressors 2, Bull Dozers ...., Sheet-foot rollers 20 HP Cat 1; 1½ cyd Trucks 6.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cl & Warm	0	
Monday	" " "	0	
Tuesday	" " "	0	
Wednesday	" " "	0	
Thursday	" " "	0	
Friday	" " "	0	
Saturday	" " "	0	

18Da

July 25, 1935

Shell Oil Company,
Terminal Sales Bldg.,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

Receipt is acknowledged of your letter of July 23rd concerning the Newport Construction Company Contract No. 1677 - Beaver Marsh Section in Klamath County.

Please be advised that this contract is approximately 67% complete. The contract will probably be completed about August 15th. The contractors have earned $13,898.50 and will have to complete approximately $6,500.00 in work to complete the project.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1677

SHELL OIL COMPANY

SHELL
PETROLEUM PRODUCTS

TERMINAL SALES BUILDING
13TH AND MORRISON

PORTLAND

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

JULY 23, 1935

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Newport Construction Company

Will you kindly give us Progress Report covering Newport Construction Company's job on The Dalles-California Highway in the Beaver Marsh Section of Klamath County.

If the project has been completed kindly give us completion and acceptance dates, or if the work is not finished please estimate the extent of work performed and approximate date of completion.

Yours very truly,

RER:S

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

June 27, 1935

Newport Construction Co.,
Governor building
Portland, Oregon

Attention: Robert Brooke

Gentlemen:

This acknowledges receipt of your letter of June 26 returning the papers which I sent to you on the 21st pertaining to the signing of joint warrants in behalf of the Newport Construction Company and Kern and Kibbe. I note that the principals have decided to endorse the checks themselves and do away with the necessity of assigning powers of attorney.

Wish to thank you for this information which I am passing on to the State Treasurer.

Yours very truly,

HBG:MC

Secretary

June 27, 1935

Mr. Rufus C. Holman,
State Treasurer
Bligh Building
Salem, Oregon

Attention: Mr. Fred Paulus,
Deputy

Dear Sir:

In response to your request, I forwarded to Newport Construction Company and Kern & Kibbe, the forms for appointing someone the power of attorney to sign joint warrants payable to their order. I have just received a letter from Mr. Robert Brooks, Secretary of the Newport Construction Company, advising that these companies have decided to endorse their own checks. I am enclosing a copy of their letter for your information.

In accordance with their letter I shall consider the matter closed and, hereafter, the responsibility for the proper endorsement of checks will rest with the contractor.

Yours very truly,

HBG:MC

Secretary

encl.

M. R. NEWPORT
GEN. SUPT.

H. R. NEWPORT
PRESIDENT-TREASURER

ROBT. BROOKE
SECRETARY

NEWPORT CONSTRUCTION CO.
INCORPORATED 1904
GENERAL CONTRACTORS
GOVERNOR BLDG. - PORTLAND, ORE.
PHONE ATWATER 5900

June 26,1935.

H.B.Glaisyer,Secretary,
Oregon State Highway Commission,
Salem,Oregon.

Dear Sir:

Your letter of the 21st.inst.in regard to a proper authority for the writer to endorse State Treasuer of Oregon estimate checks given in payment for work done jointly by Newport Construction Co. and Kern & Kibbe has been submitted to the principals of the two companies and it has been decided that hereafter they will endorse the checks them selves and thereby do away with the neccesity of going through the movements required by the State Treasurer if the writer endorsed them.

All copies of the papers accompanying your letter are enclosed.

Yours very truly,

Robt Brooke

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That Kern & Kibbe, a corporation duly organized and existing under and by virtue of the laws of Oregon with its principal office at______________________, does hereby appoint Robert Brooke of ____________________, Oregon as attorney to receive, indorse and deposit to the credit of the joint account of Kern & Kibbe and Newport Construction Company, with any bank, warrants drawn on the state highway fund or any other state fund, jointly, in favor of the said Kern & Kibbe and the said Newport Construction Company.

The undersigned hereby ratifies and confirms all that may lawfully be done by virtue hereof and further ratifies all previous indorsements of warrants drawn upon the state highway fund or any other state fund, in the form, or substantially in the form hereinabove mentioned.

IN WITNESS WHEREOF said corporation has caused this instrument to be executed in its behalf pursuant to authority of its Board of Directors by its president, and its corporate seal to be hereunto affixed, and to be attested by its secretary this _______ day of _____________, 1935.

KERN & KIBBE

CORPORATE SEAL

By____________________________
President

ATTEST:

____
Secretary

Personally appeared before me the above named____________________, known or proved to me to be the same person who executed the foregoing instrument and to be the president of Kern & Kibbe, and acknowledged to me that he executed the same as his free act and deed and the free act and deed of said corporation.

WITNESS my signature, official designation, and seal.

____
(Signature of attesting officer)

____
(Official designation)

Dated at _________________________, this ________ day of ______________, 1935.

RESOLUTION

At a meeting of the Board of Directors of Kern & Kibbe of ____________, Oregon, duly convened at its offices in said city, on the _____ day of _________, 1935, the following resolution was presented and was duly adopted;

> RESOLVED: That Robert Brooke, Secretary of the Newport Construction Company of _______________, Oregon, be and he hereby is authorized in behalf of Kern & Kibbe to indorse checks and warrants of the State of Oregon drawn jointly in favor of Kern & Kibbe and Newport Construction Company and to deposit to the credit of the joint account of said two companies in any bank, warrants drawn upon the state highway fund of the state of Oregon, or upon any other fund of said state in payment of sums due the said two companies upon joint contracts entered into between them and the state highway commission of the stateof Oregon, or any other department thereof:
>
> RESOLVED further that the acts of the said Robert Brooke in so indorsing, negotiating and depositing warrants drawn jointly in favor of the said two companies prior to the date hereof be and they hereby are fully ratified and confirmed, and that this resolution shall remain in full force and effect until a certified copy of its revocation shall be filed with the said treasurer of the state of Oregon.

SECRETARY'S CERTIFICATE

I, the undersigned, _______________________, hereby certify that I am the secretary of the above named Kern & Kibbe, an Oregon corporation, that I am custodian of its records and that the foregoing is a full, true, and correct copy of a resolution duly adopted by the board of directors of said corporation at a meeting of said board, held on the day and at the place therein specified, at which a majority of the members were present and voted; and I further certify that said resolution was duly and legally adopted and is entered in the minutes of said meeting,

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of said corporation, this _____ day of __________, 1935.

CORPORATE
SEAL

____
SECRETARY

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That Newport Construction Company, a corporation duly organized and existing under and by virtue of the laws of Oregon with its principal office at ____________________, does hereby appoint Robert Brooke of ______________, Oregon as attorney to receive, indorse and deposit to the credit of the joint account of Newport Construction Company and Kern & Kibbe, with any bank, warrants drawn on the state highway fund or any other state fund, jointly, in favor of the said Kern & Kibbe and the said Newport Construction Company.

The undersigned hereby ratifies and confirms all that may lawfully be done by virtue hereof and further ratifies all previous indorsements of warrants drawn upon the state highway fund or any other state fund, in the form, or substantially in the form hereinabove mentioned.

IN WITNESS WHEREOF said corporation has caused this instrument to be executed in its behalf pursuant to authority of its Board of Directors by its president, and its corporate seal to be hereunto affixed, and to be attested by its secretary this _______ day of ____________, 1935.

NEWPORT CONSTRUCTION COMPANY

CORPORATE SEAL

By______________________________
President

ATTEST:

____
Secretary

Personally appeared before me the above named ____________________, known or proved to me to be the same person who executed the foregoing instrument and to be the president of Newport Construction Company, and acknowledged to me that he executed the same as his free act and deed and the free act and deed of said corporation.

WITNESS my signature, official designation, and seal.

____
(Signature of attesting officer)

____
(Official designation)

Dated at ____________________, this ______ day of ____________, 1935.

RESOLUTION

At a meeting of the Board of Directors of Newport Construction Company of __________, Oregon, duly convened at its offices in said city, on the ______ day of __________, 1935, the following resolution was presented and was duly adopted;

> RESOLVED: That Robert Brooke, Secretary of the Newport Construction Company of __________, Oregon, be and he hereby is authorized in behalf of Newport Construction Company to indorse checks and warrants of the State of Oregon drawn jointly in favor of Newport Construction Company and Kern & Kibbe and to deposit to the credit of the joint account of said two companies in any bank, warrants drawn upon the state highway fund of the state of Oregon, or upon any other fund of said state in payment of sums due the said two companies upon joint contracts entered into between them and the state highway commission of the state of Oregon, or any other department thereof:
>
> RESOLVED further that the acts of the said Robert Brooke in so indorsing, negotiating and depositing warrants drawn jointly in favor of the said two companies prior to the date hereof be and they hereby are fully ratified and confirmed, and that this resolution shall remain in full force and effect until a certified copy of its revocation shall be filed with the said treasurer of the state of Oregon.

SECRETARY'S CERTIFICATE

I, the undersigned, __________________________, hereby certify that I am the secretary of the above named Newport Construction Company, an Oregon corporation, that I am custodian of its records and that the foregoing is a full, true, and correct copy of a resolution duly adopted by the board of directors of said corporation at a meeting of said board, held on the day and at the place therein specified, at which a majority of the members were present and voted; and I further certify that said resolution was duly and legally adopted and is entered in the minutes of said meeting,

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of said corporation, this ______ day of __________, 1935.

CORPORATE
SEAL

____
Secretary

1K-1201

JUNE 21, 1935.

Hon. Rufus C. Holman,
State Treasurer,
Salem, Oregon.

ATTENTION: Mr. Fred H. Paulus
Deputy

Dear Sir:

This acknowledges receipt of your letter of June 19th enclosing forms for contractors, Kern & Kibbe and Newport Construction Company, to execute, granting power of attorney to Robert Brooke, to endorse checks drawn jointly in favor of these two firms.

I am forwarding these forms today to the above contractors for execution.

Yours very truly,

Secretary

HEG:MD

JUNE 21, 1925.

Messrs. Kern & Kibbe, and
Newport Construction Company,
315 Governor Building,
Portland, Oregon.

Gentlemen:

Sometime ago at the request of the State Treasurer, I 'phoned you regarding the endorsement of your warrants in connection with your joint contract for furnishing crushed rock for the Beaver Marsh Section of The Dalles-California and Green Springs Highway, Contract No. 1677, and requested an affidavit from each of you authorizing Robert Brooke to endorse these warrants in your behalf. You complied with this request and I forwarded a copy of the affidavit to the State Treasurer.

I have just received a letter from Mr. Fred H. Paulus, Deputy, State Treasurer, to the effect that this affidavit is not satisfactory, and requesting that you execute power of attorney authorizing Mr. Brooke, or some other designated person, to endorse checks drawn jointly in favor of your two firms.

I am enclosing herewith forms prepared by the State Treasurer covering the matter. There are four forms, each in triplicate; two of them being forms for granting power of attorney and the others are resolutions to be adopted by your Board of Directors. If the wording of the forms is not satisfactory you may modify them if you wish.

Will you please have these forms executed at the earliest possible moment so no delay or inconvenience will be caused in the payment of the warrants as they are received.

Yours very truly,

HRG:
Encl.4

Secretary

C. HOLMAN
STATE TREASURER

FRED H. PAULUS
DEPUTY

STATE OF OREGON
TREASURY DEPARTMENT
SALEM

June 19, 1935

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Building.

Dear Sir:

We believe that Kern & Kibbe and Newport Construction Company should execute powers of attorney authorizing Robert Brooke or some other designated person to indorse checks drawn jointly in favor of the two firms.

We have prepared and are submitting herewith form of power of attorney and resolution to be executed and adopted by the two contractors. The original power of attorney and certified copy of resolution from each contractor should be placed on file with the state treasurer and a duplicate of each form also should be filed with the state highway commission.

Yours very truly,

Rufus C. Holman, State Treasurer,

By Fred H Paulus
Deputy.

FHP:KL
Enc.

P.S. It, of course, will be satisfactory to us for Kern & Kibbe and Newport Construction Company to modify the forms if they wish.

PLEASE ADDRESS ALL COMMUNICATIONS TO RUFUS C. HOLMAN, STATE TREASURER

June 11, 1935

Kern & Kibbe and
Newport Construction Co.
315 Governor Building
Portland, Oregon

Gentlemen:

This is to acknowledge receipt of your affidavit, in triplicate, authorizing Robert Brooke to sign his name as an endorsement to estimate checks issued by the State Highway Commission in connection with state highway contracts.

I am forwarding a copy of this affidavit to the State Treasurer and I trust that it will be satisfactory to him. I will write to you further in the event he will not approve it in that form.

Yours very truly,

HHG:MC

Secretary

#1677
18Da

June 14, 1935

Mr. K. D. Lytle,
Division Engineer,
Bend, Oregon.

Dear Sir:

We hand you herewith copy of a letter from Newport Construction Co. and Kern & Kibbe, requesting an extension of time to July 31, 1935, on their contract No. 1677, Beaver Marsh Section in Klamath County.

Will you kindly advise of your recommendations so that this application can be presented to the Highway Commission. The consent of surety accompanied the application.

Very truly yours,

Secretary.

Dict. by J. McFarland.

June 11, 1935

Mr. Rufus C. Holman
State Treasurer
Bligh Building
Salem, Oregon

Attention: Mr. Fred Paulus

Dear Sir:

I am attaching an affidavit from Kern & Kibbe and Newport Construction Company authorizing Robert Brooke, Secretary of the Newport Construction Company to sign his name as an endorsement to estimate checks issued by the State Highway Commission in connection with state highway contracts. I trust that you will find this affidavit in satisfactory form. If not, please advise and we will attempt to secure a Power of Attorney as you suggested.

Yours very truly,

HPG:4C

Secretary

encl.

FIDAVIT. STEVENS-NESS LAW PUB CO. PORTLAND

STATE OF OREGON,
County of Multnomah } ss.

Portland, Oregon, June 10, 1935

I, H. R. Newport, being first duly sworn, depose and say that I am President of Newport Construction Company and do hereby authorize Robt. Brooke, secretary of this company to sign his name as an endorsement to estimate checks from the State of Oregon.

I, Glen E. Kibbe, being first duly sworn, depose and say that I am Vice-president of Kern & Kibbe and do hereby authorize Robt. Brooke to sign his name as an endorsement to estimate checks from the State of Oregon.

Personally appeared before me this day H. R. Newport, President of Newport Construction Company and Glen E. Kibbe and acknowledged the above instrument

Kern & Kibbe By G E Kibbe V. P.
Newport Construction Co. By H. R. Newport-Pres

Subscribed and sworn to before me this 10th. day of June 1935

Annie J Bradshaw
Notary Public for Oregon.

My Commission Expires May 14, 1938

DAVIT. STEVENS-NESS LAW PUB CO. PORTLAND

Portland, Oregon. June 10, 1935

STATE OF OREGON,
County of Multnomah } *ss.*

I, H.R.Newport, *being first duly sworn, depose and say that* I am President of Newport Construction Company and do hereby authorize Robt.Brooke, secretary of this company to sign his name as an endorsement to estimate checks from the State of Oregon.

I, Glen E.Kibbe, being first duly sworn, depose and say that I am Vice-president of Kern & Kibbe and do hereby authorize Robt.Brooke to sign his name as an endorsement to estimate checks from the State of Oregon.

Personally appeared before me this day H.R.Newport, President of Newport Construction Company and Glen E. Kibbe and acknowledged the above instrument

Kern & Kibbe by G E Kibbe V. P.
Newport Construction Co. H.R. Newport Pres.

Subscribed and sworn to before me this 10th *day of* June *19*35

Annie J Bradshaw
Notary Public for Oregon.

My Commission Expires May 14, 1938

December 8, 1934

1400A

Newport Construction Co. & Kern and Kibbe
315 Governor Building
Portland,Oregon

Gentlemen:

We are sending to you todayby express a fully executed copy of contract #1677 awarded to you on November 1, 1934, for the Klamath Rock Production Project on the Beaver Marsh Section of The Dalles-California and Green Springs Highways in Klamath County.

This copy is for your records and files.

Very truly yours,

OG

Secretary.

180A

November 15, 1934

Newport Construction Co. and Kern & Kibbe
315 Governor Building
Portland, Oregon

Gentlemen:

For use in connection with the Beaver Marsh Section of the Klamath Rock Production Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Post Office Building, Klamath Falls, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MK

Encl.

cc Mr. K. D. Lytle
Mr. C. C. Kelley

10 DA

November 14, 1934

Newport Construction Co. and
Kern and Kibbe
315 Governor Building
Portland, Oregon

Gentlemen:

In regard to the Klamath Rock Production Contract which was awarded to you on November 8th:

Since you bid this project as a joint venture, it will be necessary for you to submit a letter to the Highway Commission stating that the joint venture is for this one contract only. A letter form for this purpose is attached herewith. Please sign one copy and return to this office, retaining one copy for your files.

Prompt return of this letter will be appreciated as we must have the signed letter before mailing you the contract for signature.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/GS

Encl.

Salem, Oregon
November 14, 1934

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This is to advise you that the undersigned have entered into a two-party working agreement for the specific purpose of submitting a bid for furnishing crushed rock on the "Klamath Rock Production" Section of The Dalles-California and Green Springs Highways in Klamath County, which bid was opened and accepted by you on November 1, 1934.

This is to formally advise you that we, as successful bidders, will enter into all necessary contracts and bonds, and will subscribe to all rules and regulations promulgated by your Commission, and will jointly and severally bind ourselves to carry out and perform all things required of us. We will take this contract as a joint venture and the total resources of each named corporation will be available to carry on this contract to its successful conclusion.

You may, therefore, accept this letter as formal notification to you that we will perform the work to be done under this contract as a joint venture arrangement, with the understanding that said arrangement shall be applicable to this particular contract only.

We set forth below the authorized signatures of the officers of the corporations entering into this joint agreement.

Signed this_ _ _ _ _ _ _ _ _ _ _ _ day of November, 1934.

NEWPORT CONSTRUCTION COMPANY

By________________________
President

KERN & KIBBE

By________________________
President

FORM 5-C-1 12932 1500 1-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

October 31, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

We are returning herewith the tracing of the quarry site on the Sand Creek Entrance to Crater Lake to be used in connection with the Klamath Falls Rock Production Project.

We find that the Range shown as 6 East should be 7½ East. This is a rather odd situation as Range 7½ East lies West of Range 7 East.

Resident Engineer Kelley has the field notes for the road leading from the Sand Creek Entrance to the quarry site but as it is not definately settled whether the Forest Service will give us a special use permit or have the 40 acre tract set aside for our use we are returning the tracing without this information shown.

Mr. Kelley has taken the matter up with the Rogue River National Forest Supervisor at Medford who has referred it to his superiors and we should hear from them in the near future.

Very truly yours,

K. D. Lytle,
Division Engineer

By:
W. O. Widdows

wow/e
encl.

FORM 9-C-1 12922 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

18

October 31, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

We are returning herewith the tracing of the quarry site on the Sand Creek Entrance to Crater Lake to be used in connection with the Klamath Falls Rock Production Project.

We find that the Range shown as 6 East should be 7½ East. This is a rather odd situation as Range 7½ East lies West of Range 7 East.

Resident Engineer Kelley has the field notes for the road leading from the Sand Creek Entrance to the quarry site but as it is not definately settled whether the Forest Service will give us a special use permit or have the 40 acre tract set aside for our use we are returning the tracing without this information shown.

Mr. Kelley has taken the matter up with the Rogue River National Forest Supervisor at Medford who has referred it to his superiors and we should hear from them in the near future.

Very truly yours,

K. D. Lytle,
Division Engineer

By:
W. O. Widdows

wow/e
encl.

1800 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

1-4 ii

October 29, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

We are enclosing herewith tracings and description of the various quarry sites to be used on the Klamath Rock Production Project for which the Commission is receiving bids on November 1st.

Beaver Marsh Section

NOTED
Highway Engineer

M. P. 210.8 Owner, Pelican Bay Lumber Company. Tracing and description enclosed. Company has no objection to our using site but mortgage has delayed securing option.

M. P. 217.09, Old Bureau Quarry in National Forest. No map made.

M. P. 235.96. Old Bureau Quarry in Crater Lake Forest. Map enclosed. Resident Engineer Kelley will see Supervisor today, October 29th.

Modoc Point Section

M. P. 267.0 Tribal land in Klamath Reservation. Anticipate no trouble in securing permit to proceed. Tracing and description enclosed.

M. P. 274.8 Owner August Kruger, tracing and description attached. Option not secured but old quarry site and Resident Engineer Kelley will try and secure option today.

Keno Section

M. P. 35.7 Owner W. B. Spencer. Believe we have 30 year lease on this site which no doubt will not fit tracing and description attached.

We shall try and secure the options on the Pelican Bay Lumber Company site and the Arthur Kruger site before the first. The Forest Service and Indian Service sites we cannot secure options for, bur anticipate no trouble in getting permits to proceed.

Very truly yours,

K. D. Lytle,
Division Engineer.

By:
W. O. Widdows

wow/e
encl

18 PA

November 13, 1934

Newport Construction Co. and
Kern & Kibbe
315 Governor Building
Portland, Oregon

Gentlemen:

This letter confirms my wire to you of this date in which I advised you that the State Highway Commission, on November 8, awarded you the contract for furnishing crushed rock for the Beaver Marsh Section of The Dalles-California Highway (Project "A") on the basis of your bid submitted November 1; also, in which authority was given you to proceed with your construction operations immediately.

R. I. Stewart & Sons, Medford, were low bidders on Projects "B" and "C".

We are now preparing contract forms for your execution. These will be sent to you within the next few days.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - S. H. Probert

CONTRACT#1678

NRS 224-A Brunks Corner-Oak Point 1935
Sec.
1678 McNary - OAK Point

RECEIVED
JAN 2
FOR FILE

224-A

January 23, 1941.

Mr. W. M. Lynch
District Engineer
Public Roads Administration
Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your communication of December 21, regarding maintenance inspection of Oregon FAP 224-A, Independence Highway, Brunk's Corner-Oak Point Section, and making a complaint in reference to what you term a "dumping ground" near the junction of this highway with the Salem-Dallas road.

The place mentioned is not and never has been a public dumping but rather a high narrow fill which is being widened from year to year with ditch cleanings and waste material from our laboratory. Furthermore, the fill is high and narrow, and its sides are well screened from public view by brush and trees.

However, in order to comply with your instructions, we will find some other spot for the placement of this material.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

CBM:AP

cc Mr. Bishop

FORM E-30 REVISED 25M 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1941

Subject: Complaint of dump ground
on Oregon FAP 224-A

To:

Mr. C. B. McCullough
Assistant Chief Engineer

Dear Sir:

I am returning herewith the letter from Mr. W. H. Lynch, in which complaint is made of a dumping ground on Oregon FAP 224-A, Brunk's Corner-Oak Point Section of the Independence Highway.

Attached is a copy of a letter from Mr. Eason transmitting a copy of a report made by Mr. Farrar. You will note that this is not a public dump ground but is a high, narrow fill which is being widened from year to year with ditch cleanings and waste material from the Laboratory. This particular location is also used by our section crew as a central location for burning brush and other debris.

I agree with Mr. Farrar that it is necessary to carry on our roadside cleanup and to have a central location for burning and dumping. However, I do not believe it is necessary to purchase property far removed from the highway for this purpose where, as Mr. Farrar states, only the birds in the air and the beasts in the field might find offense.

Very truly yours,

J. M. Bishop

J. M. Bishop
Maintenance Engineer

JMB/er
encls. 3

NOTED
[illegible]

FORM E-30 REVISED 25M 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1940

127-69

Subject: Condition of FAP 224-2

To:

Mr. J. N. Bishop,
Maintenance Engineer.

Dear Sir:

Please refer to your letter of December 24th concerning a complaint from Mr. W. H. Lynch, District Engineer of the Public Roads Administration, that a dumping ground has been established on the Brunk's Corner-Independence Highway.

Mr. Farrar has investigated the condition and a copy of his report is attached hereto.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Div. Office Engineer.

GWR:AM

FORM E-30 REVISED 25M 5-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

COPY

Salem, Oregon
Dec. 28, 1940

Subject:
Condition of FAP 224-A

To: F. D. Eason
Div. Engr.

Dear Sir:

The dumping grounds referred to in Mr. Bishop's letter is the place on the high fill just south of Brunks Corner where the Salem section crew dumps the debris from the testing laboratory and from the weekly roadside cleanup. This fill is high and narrow, and the debris is well screened from public view by brush and trees.

As you will recall, one of the points brought up in assigning the removal of debris from the laboratory to the Salem section crew was that we could get some benefit from this material in widening fills and low spots. This is being done on this fill.

I don't believe the condition is very objectionable, as we keep the paper well burned up. We also use this spot as a burning place for brush cut from the right of way for two or three miles in each direction from this point.

If we cannot use this as a disposal place for trash and debris picked up by the section crew in their assigned duties, I would suggest the purchase of a piece of waste ground be considered, far from the public view, where only the birds and beasts might find offense. This might make a haul of several miles necessary, but it would seem impossible to dispose of this waste anywhere that it comes to the sight of man without disturbing someone's aesthetic sense.

Respectfully yours,

F. W. Farrar (signed)
Dist. Maint. Supt.

FWF:Q

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

December 21, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

[illegible] inspection of [illegible] Independence [illegible] Commercial Street Section, was made on [illegible]

[illegible] states that a dumping ground [illegible]

Very truly yours,

[illegible]
District Engineer

[illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 21, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAP 224-A, Independence Highway, Brunk's Corner-Oak Point Section, was made on December 17.

The report of inspection states that a dumping ground is being established near the junction with the Salem-Dallas Road, detracting from the otherwise excellent appearance of this project.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
DEC [illegible] 1940
NEER

REFERRED TO
J. N. Bishop
By Asst. Chief Engineer
Please advise and return letter.

224-13

June 24, 1936

Theodore Arens
10509 N. E. Sandy Blvd.
Portland, Oregon

Dear Sir:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of July 18, 1935 for an extension of time in which to complete your contract for grading, surfacing and construction of an oil mat surface treatment on the McNary-Oak Point Section of the Independence Secondary Highway in Polk County. There follows an excerpt from the minutes of the State Highway Commission meeting held on August 2, 1935 covering this matter:

"Theodore Arens, Contract No. 1678, for grading, surfacing and construction of an oil mat surface on the McNary-Oak Point Section of the Independence Secondary Highway in Polk County, requested an extension of time of 30 days, to August 31, 1935, in which to complete this project, giving as his reason for such request that the contract was awarded to him late in the year when grading operations could not be undertaken without greatly inconveniencing traffic. The Engineer advised that the contractor's statement as to the cause of his delay is correct and that the travelling public has been less inconvenienced than if the job had been started earlier; also that the State has not incurred any extra engineering expense by reason of the delay. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

DP

224-B

October 26, 1935.

General Casualty Company of America

Seattle, Washington

Attention: S. L. Catelli

Gentlemen:

Reference is made to your letter of October 23, concerning Theodore Arenz, Contract No. 1678, McNary-Oak Point Section in Polk County. You are advised that since we answered your status report, another payment has been made on the above contract in the sum of $9,224.68. The retained percentage at this time is $848.36.

Final payment will probably be made with the above contractor in connection with this work within the next three weeks.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:CE

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

October 23, 1935

Highway Commission
State of Oregon
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary:

Gentlemen:

Re: Bond No. 8259 - Theodore Arenz
Contract for state highway construction on the Independent Secondary Highway in Polk County, McNary-Oak Point Section - Contract #1678

We are referred to a status report sent in by your office recently which stated that this work was completed on August 19, 1935 and accepted on September 5, 1935, but that final payment had not been made. May we ask if the retained percentage of $2,245.01 has been paid our principal and if it will be in order for us to retire this file.

We are enclosing a stamped envelope for your reply.

Very truly yours,

Surety Department

S. L. Catelli $9,224.68
dp
Enclosure

$848.36 Octd

Form 388—5M—8-34

O ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 12, 1935

Section McNary - Oak Point

Kind of work Grading, Surf. Bit. Mac.

Highway Independence Secondary

Section prefix 127-1005

Contractor Theo. Arens

Contract number 1678

Date of contract Nov. 8, 1934

Date of completion July 31, 1935

Date work started Jan. 7, 1935

Estimated date of completion Aug. 19, 1935

Amount of contract $ 29,933.50

Per cent of time elapsed All %

Estimated cost of completed project, exclusive of engineering $ 28,503.81

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 2135.20, 7.1 %

Date project was completed Aug. 19, 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROJECT COMPLETED

Semi- final estimate was taken to ~~[illegible]~~ Salem Monday.

NOTED
H. N. HACKETT

Signed W. H. Stewart

Address Dallas, Phone 1273

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Foggy A. M. Fair P.M		
Thursday	" " " "		
Friday	Cloudy		
Saturday	Rain		

224B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

September 27, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S.P.W. Proj. NRS 224-B (1935), McNary-Oak Point Sec., Independence Hwy., Polk County, __________, was made by a representative of this office on September 13, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. C. Caufield
Highway Engineer

Jon

224a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

September 27, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S.P.W. Proj. NRS 224-A (1935), Brunk's Corner-Oak Point Creek Section, Independence Hwy., was made by a representative of this office on September 13, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Two

July 19, 1935

Mr. Theodore Arenz,
10509 N. E. Sandy Blvd.,
Portland, Oregon.

Dear Sir:

224B

Receipt is acknowledged of your letters of July 18th requesting extension of time on your contracts No. 1678 - McNary-Oak Point Section and No. 1724 - Rickreall Creek-Coast Junction Unit in Polk County.

249

Please be advised that before your applications can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contracts. Kindly secure the consent of surety and forward it to this office to accompany your applications.

Very truly yours,
STATE HIGHWAY COMMISSION,
By

Secretary.

Dict. by J. McFarland.

#1724

OREGON CONTRACTING CO.
10509 N. E. Sandy Boulevard
Portland, Oregon

July 18, 1935

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

The date specified for completion of the Rickreall Creek-Coast Junction Unit, Dallas Section, Contract No. 1724, is July 31, and request is herewith made for an extension of time to August 31.

The date of award was March 19 and work was undertaken immediately and practically completed, including oiling operations, about June 21. The project has been open to traffic since that time and the only item of work remaining uncompleted is the oil seal coat which involves one day's work and is to be done along with the oiling operations on the McNary-Oak Point Section for which the writer also has the contract.

Trusting this request will be granted, we remain

Very truly yours,

OREGON CONTRACTING CO.

By Theodore [illegible]
Pres.

TA:h

[illegible] with
[illegible]

#1678

THEODORE ARENZ
GENERAL CONTRACTOR
10509 N. E. SANDY BOULEVARD
PORTLAND, OREGON

July 18, 1935

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

The completion date specified on the McNary-Oak Point Section, Contract No. 1678, is July 31, and request is herewith made for an extension of time to August 31.

The clearing and grubbing on this project was completed in the early spring but grading operations could not be undertaken until a much later date on account of moisture conditions in the subgrade and the inconvenience to traffic if the main roadbed had been disturbed and continuous operations not been carried on. It was, therefore, thought best to start operations at a later date and carry them on during the shortest period of time. The equipment provided for the job was sufficient and satisfactory at all times to the supervising engineer, the work being carried on with double-shift crews. The project is now ready for oiling operations which will be undertaken by the subcontractor during the early part of August in conjunction with the oiling operations on the Yamhill River-Salt Creek Section and the Rickreall Creek-Coast Junction Unit, Dallas Section.

Trusting this request can be granted, I remain

Very truly yours,

Theodore Arenz

THEODORE ARENZ

TA:h

File - Time [illegible]
Consent of [illegible] attached

Stencil No. 124

224B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. NRS 224-A (1935) &
~~NRS 224-B (1935)~~

March 28, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
MAR 29
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~[illegible]~~ project~~s~~.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Hep. 24318

Form P. R. 2

State Oregon

U. S. Public Works Highway Project No. NRS 224, Section A
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of February, 1935

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933, and Act approved June 18, 1934, (Public No. 393, 73rd Congress);

Whereas the Highway Department of said State submitted on the 24th day of November, 1933, a project statement, which was approved by the Secretary on the 18th day of December, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 15th day of October, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three thousand, eighty-eight and 16/100 dollars ($3,088.16) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

NRS 224-B(1935)

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds apportioned under the Act of June 18, 1934. (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 3+00 in the SE 1/4 of Sec. 26, T 7 S, R 4 W, and survey station 45+00 in the NW 1/4 of Sec. 35, T 7 S, R 4 W, W.M., (excepting therefrom the bridge between survey stations 25+11.5 and 26+60.5); and between survey stations 157+00 and 161+50, near the west section corner common to sections 3 and 10, T 8 S, R 4 W, W.M., (excepting therefrom the bridge between survey stations 158+90 and 159+95)., length .860/of a mile~~s~~, in Polk County, being Section A of Oregon U. S. Pub. Wks. Hwy. project No. NRS 224 (1935), consisting of .860/of a mile~~s~~ of roadway and no bridges, of more than 20 feet clear span, known locally as Brunk's Corner-Oak Point section of the Independence Highway in Polk County.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of **three thousand, eighty-eight and 16/100** dollars ($**3,088.16**), certified to the Secretary of the Treasury as above mentioned, which [illegible] **is** [illegible] the approved total estimated cost of Section **A** of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[illegible]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chapter 41, Laws of 1927 and Chapter 248, Laws of 1931.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 13th day of March, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads

NRS 224-B(1935)

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Highway Project No. NRS 224-A, (1935), State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $3,088.16 as the total estimated cost of said project, and the sum of $3,088.16 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of said~~ is the total estimated cost.

Done at the city of Washington, this 13th day of March one thousand nine hundred and thirty-five

SECRETARY OF AGRICULTURE,

By
Acting *Chief, Bureau of Public Roads.*

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4829

NRS 224-B(1935)

A47pr 24.319

Form P. R. 2

State Oregon

U.S. Public Works Hwy. Project No. NRS 224-B (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 18th day of January, 1935

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.):

Whereas the Highway Department of said State submitted on the 24th day of November, 19 33, a project statement, which was approved by the Secretary on the 18th day of December, 19 33 for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 13th day of October, 19 34; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty nine thousand, eight hundred thirty eight and 68/100 dollars ($ 29,838.68) as the share of the United States payable under said act on account of Section B of said project, which ~~does not exceed the authorized Federal [illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from funds apportioned under the act of June 18, 1934.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 45+00, in the NW 1/4, of Section 35, T 7 S, R 4 W, and survey station 157+00 in the SW 1/4 of Section 3, T 8 S, R 4 W, W. M.,**

, length **2.121** miles, in **Polk** County, being Section **B** of **Oregon U.S. Pub. Wks. Hwy.** project No. **NRS 224/ (1935)**, consisting of **2.121** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~ **known locally as the Brunk's Corner-Oak Point section of the Independence Highway.**

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of twenty nine thousand, eight hundred thirty eight and 68/100 dollars ($29,838.68), certified to the Secretary of the Treasury as above mentioned, which ~~shall not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~)~~, the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 13th day of March, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads

8—3518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub. Wks. Hwy. Project No. NRS, 224-B (1935) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 29,838.68 as the total estimated cost of said project, and the sum of $ 29,838.68 as the share of the United States, payable under said acts on account of such project, which do~~[illegible]~~ pr~~[illegible]~~ is ~~sa~~id total estimated cost.

Done at the city of Washington, this 13th day of March one thousand nine hundred and thirty-five

Secretary of Agriculture
S~~ecretary of Agriculture~~

By [illegible]
Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST OFFICE BUILDING
PORTLAND, OREGON

December 27, 1934

[illegible]

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon U. S. Public Works projects NRS 224-A and NRS 224-B (1935), the Brunk's Corner-Oak Point section of the Independence Highway.

In checking the estimates for these projects, we note that the amount of the "lump sum deduction" was added to the contract price instead of being subtracted. We corrected the estimates in this office and are recommending them for approval as corrected.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

December 18, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the McNary-Oak Point Section, Project No. NRS 224-B (1935).

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 224-B (1935)

McNARY-OAK POINT SECTION OF THE INDEPENDENCE HIGHWAY IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 11, 1934

All Required		Clearing and Grubbing		$ 1,000.00
400	cu. yds.	Trench Excavation	$ 1.00	400.00
14,500	cu. yds.	Excavation, Single Classification	0.30	4,350.00
17,000	yd. sta.	Overhaul	0.02	340.00
1,500	yd. mi.	Truck Haul	0.20	300.00
2.12	miles	Finishing Roadbed and Slopes	300.00	636.00
10,000	cu. yds.	Selected Roadbed Topping	0.90	9,000.00
300	lin. ft.	Salvaging Culvert Pipe	0.50	150.00
30	lin. ft.	6" Concrete Pipe	0.75	22.50
300	lin. ft.	12" Corr. Iron Pipe	1.00	300.00
450	lin. ft.	18" Concrete Pipe	2.00	900.00
50	lin. ft.	24" Concrete Pipe	3.00	150.00
60	lin. ft.	30" Concrete Pipe	5.00	300.00
90	lin. ft.	48" Concrete Pipe	7.00	630.00
3,000	cu. yds.	Salvaging Surfacing Materials	0.40	1,200.00
2,400	cu. yds.	Stockpiling & Reloading Salvaged Materials	0.40	960.00
200	yd. mi.	Hauling Salvaged Materials	0.30	60.00
350	M-Gals.	Sprinkling	1.50	525.00
650	cu. yds.	Filler	0.40	260.00
1,300	yd. mi.	Hauling Filler	0.20	260.00
1,400	cu. yds.	Mineral Aggregate in Place	3.00	4,200.00
28	tons	Emulsified or Cut-back Asphalt in Seal Coat	25.00	700.00
85	tons	No. 3 Road Oil in Place	27.00	2,295.00
				$ 28,938.50
		Less lump sum reduction		1,812.42
		Sub-total		$ 30,750.92
		10% Engr. & Cont.		3,075.09
		Total		$ 33,826.01

Length 2.121 miles

Cost per mile $ 15,948.14

NRS Funds Requested.. $ 33,826.01

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931.

December 18, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Brunk's Corner-Oak Point Section, Project No. NRS 224-A (1935).

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 224-A (1935)

BRUNK'S CORNER-OAK POINT CREEK SECTION
OF THE INDEPENDENCE HIGHWAY IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 11, 1934

600	cu. yds.	Mineral Aggregate in Place	$ 3.00	$ 1,800.00
10	tons	Emulsified or Cut-back Asphalt in Seal Coat	25.00	250.00
35	tons	No. 3 Road Oil in Place	27.00	945.00
				$ 2,995.00
		Less lump sum reduction		187.58
		Sub-total		$ 3,182.58
		10% Engr. & Cont.		318.25
		Total		$ 3,500.83

Length	0.860 mile
Cost per mile	$ 4,070.70

NRS Funds Requested. . . . .$ 3,500.83

State funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.
State funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931.

December 8, 1934

224B

Mr. Theodore Arens
10509 N. E. Sandy Boulevard
Portland, Oregon

Dear Sir:

We are sending to you today by express a fully executed copy of contract #1678 awarded to you on November 1, 1934, for the grading, surfacing andoiling of the McNary-Oak Point Section of the Independence Secondary Highway in Polk County.

This copy is for your records and files.

Very truly yours,

OG

Secretary.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 6, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon U.S. Public Works project NRS 224-A (1935), the Brunk's Corner-Oak Point section.

Bids for this project were included with those for NRS 224-B (1935), McNary-Oak Point section, for which bids were opened November 1, 1934.

Bid tabulations were submitted for NRS 224-B (1935), but none were received for NRS 224-A (1935), and it is requested that three copies be forwarded this office at your early convenience. In this connection, it will be noticed that Section A was not included in the list on the Notice to Contractors, and probably accounts for only one set of tabulations being forwarded.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

REFERRED TO
[illegible] ✓
By State Highway Engineer

Sent

Jm

Dec. 1, 1934.

224 B

Mr. C. A. Tomassene, Agent
U. S. Fidelity & Guaranty Co.
614 Wilcox Building
Portland, Oregon

Dear Sir:

Wish to thank you for your letter of November 28 regarding the Theodore Arenz contracts. These were received from your Seattle office yesterday and the bonds have been approved by the State Insurance Commissioner.

We appreciate the prompt and courteous attention that you have given this matter.

Yours very truly,

HBG:MC

Secretary

C. A. TOMASSENE
AGENT
UNITED STATES FIDELITY AND GUARANTY COMPANY
TELEPHONE: ATWATER 7521
614 WILCOX BUILDING
PORTLAND, ORE.

November 28, 1934

2248

Mr. H. B. Glaisyer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

This is to acknowlege receipt of contracts, which were returned covering the Theodore Arenz project because of the fact that the Attorney-in-fact, who signed them only had authorization up to $25,000.

I really blame myself for this oversight because at the time the bonds were executed I should have asked that question and saved this unnecessary delay and expense on your part, however, on receipt of the bonds I immediately forwarded them to the Home Office in Seattle and asked that the proper signature be placed on these bonds, which authorization is now on file in the Salem office, and then send them, by express, direct to your office so that they should reach you by Friday.

Again thanking you for calling this to my attention and assuring you that such an error will not occur again, I am

Very sincerely yours,

C A Tomassene

C.A.Tomassene

224B

November 15, 1934

Mr. Theodore Arens
10309 N. E. Sandy Boulevard
Portland, Oregon

Dear Sir:

For use in connection with the McNary-Oak Point grading, surfacing and oiling project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Court House, Dallas, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:WE

Encl.

cc Mr. W. E. Chandler
Mr. W. H. Stewart

224B

November 14, 1934

Mr. Theodore Arenz
10508 N. E. Sandy Boulevard
Portland, Oregon

Dear Sir:

Confirming our telephone conversation of this morning relative to the award of the McNary-Oak Point and Yamhill River-Sale Creek projects, and particularly to my telegram and letter of November 13th authorizing you to commence construction operations on both projects immediately, I wish to request that you do not go to any expense in connection with either of these jobs until you receive further word from us that it is satisfactory to do so. We wish to make further check on right of way matters in connection with these projects and anticipate that this will be taken care of within the next day or two.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary.

HBG:OC

cc S. H. Probert

224B

November 13, 1954

Mr. Theodore Arenz
10603 N. E. Sandy Boulevard
Portland, Oregon

Dear Sir:

This letter confirms my wire to you of this date advising you that the State Highway Commission, on November 8, awarded to you the following contracts:

McNary-Oak Point Section of Independence Secondary Highway. 2.12 miles grading and 3.0 miles oil mat surface treatment.

Yamhill River-Salt Creek Section of Dallas-Coast Secondary Highway. 3.9 miles grading and surfacing and 7.8 miles oil mat surfact treatment.

The McNary-Oak Point project was awarded to you with the understanding that you would reduce your bid in the lump sum of $2,000, as stated in your proposal, if you were awarded the Yamhill River-Salt Creek project.

You may consider this letter as your authority to commence construction operations on both projects immediately. Contract forms are now being prepared and will be sent to you shortly for execution.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC [illegible] Secretary

cc - S. H. Probert

		FOREIGN	
		FULL RATE CABLE	
DAY LETTER	☒	DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER		WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

COPY

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

224F

SALEM OREGON
NOVEMBER 13, 1934

THEODORE ARENZ
10509 N.E. SANDY BLVD
PORTLAND, OREGON

STATE HIGHWAY COMMISSION NOVEMBER EIGHTH AWARDED YOU CONTRACTS FOR CONSTRUCTION MCNARY OAK POINT PROJECT AND YAMHILL RIVER SALT CREEK PROJECT BASED ON YOUR BIDS SUBMITTED NOVEMBER FIRST WITH REDUCTION TWO THOUSAND DOLLARS FOR AWARD BOTH JOBS STOP YOU ARE HEREBY AUTHORIZED TO COMMENCE CONSTRUCTION BOTH JOBS IMMEDIATELY STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

DAY LETTER

---

combined bid has been challenged by one of the other bidders I was asked by the Commission for an opinion as to whether or not the bid of Theodore Arenz is regular and whether or not the Commission has authority to accept the same.

I have advised the Commission that in my opinion the bid as submitted by Theodore Arenz is regular, is a valid bid and that the Highway Commission has authority to accept the same and award the two contracts to Theodore Arenz. The bid accepted, therefore, will be the total of the two separate bids subject to the $2,000 reduction.

This letter is written you so that you may be familiar with the advice which I have given the Highway Commission with respect to this matter and upon which the Commission has acted.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer

FORM S-K-1 19997 1M 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

November 9, 1934

P.W.A.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
New Postoffice Building,
Portland, Oregon.

Dear Sir:

Among the bids received by the Highway Commission at its recent meeting for the construction of the McNary-Oak Point Section of the Independence Secondary Highway and the Yamhill River-Salt Creek Section of the Dallas-Coast Highway in Polk County were two bids submitted by Theodore Arens. In addition to submitting separate bids for each of said projects the bidder submitted a combined bid by which the bidder offered to reduce by the sum of $2,000 the total amount of said bids if and in the event the bidder were awarded both contracts.

In view of the fact that the regularity of the combined bid has been challenged by one of the other bidders I was asked by the Commission for an opinion as to whether or not the bid of Theodore Arens is regular and whether or not the Commission has authority to accept the same.

I have advised the Commission that in my opinion the bid as submitted by Theodore Arens is regular, is a valid bid and that the Highway Commission has authority to accept the same and award the two contracts to Theodore Arens. The bid accepted, therefore, will be the total of the two separate bids subject to the $2,000 reduction.

This letter is written you so that you may be familiar with the advice which I have given the Highway Commission with respect to this matter and upon which the Commission has acted.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._______

POST OFFICE BUILDING
PORTLAND, OREGON

November 8, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S.Public Works project NRS 224-B (1935), McNary-Oak Point section of Independence secondary highway, to Theo. Arenz, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.__________

POST OFFICE BUILDING
PORTLAND, OREGON

October 15, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The plans, specifications and estimate for Oregon U. S. Public Works project NRS 224-A (1935), the McNary-Oak Point section of the Independence Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Tm

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon U.S. Public Works highway project NRS 224-B (1935), McNary-Oak Point section of the Independence Highway, have today been recommended for approval. This is your authority for advertising.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

October 13, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Please make the following change on sheet No. 24 of the special provisions for the McNary-Oak Point Project (NRS 224 A and B).

In the fourth line of the clause headed "Materials," change the word "pass" to read "be retained on."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

October 11, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the South Fork-Dumner Creek Section, Project No. NRS 224-B (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works
Proj. No. NRS 228-B (1935)

SOUTH FORK-SUMMER CREEK SECTION

OF THE ALSEA-DEADWOOD HIGHWAY IN BENTON COUNTY

(Estimate to accompany plans. Not as basis for project agreement).

Salem, Oregon, October 11, 1934.

All Required		Clearing and Grubbing		$ 2,500.00
700	cu. yds.	Trench Excavation	$1.00	700.00
44,000	" "	Excavation, Single Classification	0.40	17,600.00
65,000	yd. sta.	Overhaul	0.02	1,300.00
5,300	yd. mi.	Truck Haul	0.18	954.00
2.31	miles	Finishing Roadbed and Slopes	250.00	577.50
10,000	cu. yds.	Selected Roadbed Topping	0.90	9,000.00
100	lin. ft.	12" Corrugated Iron Pipe	1.20	120.00
400	" "	18" Concrete Pipe	2.50	1,000.00
100	" "	24" Corrugated Iron Pipe	3.50	350.00
100	" "	30" Corrugated Iron Pipe	4.50	450.00
50	" "	Placing 24" Corrugated Iron Pipe	0.50	25.00
500	cu. yds.	Filler	0.50	250.00
1,000	yd. mi.	Hauling Filler	0.15	150.00
300	M. Gals.	Sprinkling	2.00	600.00

Sub-total........ $ 35,576.50
10% Engr. & Cont. 3,557.65

Total....... $ 39,134.15

Length 2.309 miles
Cost per mile $16,948.52

NRS Funds Requested.. $ 39,134.15

October 10, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany oiling specifications for the Brunk's Corner-Oak Point Creek Section, Project No. NRS 224-A (1935).

Five bid proposals and five blueprint copies of the plan summary sheet are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Mash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 224-A (1935)

BRUNK'S CORNER-OAK POINT CREEK SECTION
OF THE INDEPENDENCE HIGHWAY IN POLK COUNTY

(Estimate to accompany oiling specifications. Not as basis for project agreement.)

Salem, Oregon, October 10, 1934

600	cu. yds.	Mineral Aggregate in Place	$ 3.00	$ 1,800.00
10	ton	Emulsified or Cut-back Asphalt in Seal Coat	26.00	260.00
35	ton	No. 3 Oil in Place (Alternate)	26.00	- -
40	ton	Tar in Place (Alternate)	22.00	880.00
			Sub-total	$ 2,940.00
			10% Engr. & Cont.	294.00
			Total	$ 3,234.00

Length of Roadwork	0.860 mile
Cost per mile	$ 3,760.46

NRS Funds Requested. . . . . $ 3,234.00

October 10, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the McNary-Oak Point Section, Project No. NRS 224-B (1935).

Five bid proposals and five sets of blueprints plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 224-B (1935)

McNARY-OAK POINT SECTION OF THE INDEPENDENCE HIGHWAY IN POLK COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, October 10, 1934

All Required		Clearing and Grubbing		$ 1,000.00
400	cu. yds.	Trench Excavation	$ 1.00	400.00
14,500	cu. yds.	Excavation, Single Classification	0.30	4,350.00
17,000	yd. sta.	Overhaul	0.02	340.00
1,500	yd. mi.	Truck Haul	0.15	225.00
2.12	miles	Finishing Roadbed & Slopes	200.00	424.00
10,000	cu. yds.	Selected Roadbed Topping	1.00	10,000.00
300	lin. ft.	Salvaging Culvert Pipe	0.50	150.00
30	lin. ft.	6" Concrete Pipe	0.50	15.00
300	lin. ft.	12" Corr. Iron Pipe	1.20	360.00
450	lin. ft.	18" Concrete Pipe	2.50	1,125.00
50	lin. ft.	24" Concrete Pipe	3.50	175.00
60	lin. ft.	30" Concrete Pipe	5.50	330.00
90	lin. ft.	48" Concrete Pipe	8.00	720.00
3,000	cu. yds.	Salvaging Surfacing Materials	0.50	1,500.00
2,400	cu. yds.	Stockpiling & Reloading Salvaged Materials	0.30	720.00
200	yd. mi.	Hauling Salvaged Materials	0.15	30.00
350	M-Gal.	Sprinkling	2.00	700.00
650	cu. yds.	Filler	0.50	325.00
1,300	yd. mi.	Hauling Filler	0.15	195.00
1,400	cu. yds.	Mineral Aggregate in Place	3.00	4,200.00
28	tons	Emulsified or Cut-back Asphalt in Seal Coat	26.00	728.00
85	tons	No. 3 Road Oil in Place (Alternate)	26.00	- -
100	tons	Tar in Place (Alternate)	22.00	2,200.00
		Sub-total		$ 30,212.00
		10% Engr. & Cont.		3,021.20
		Total		$ 33,233.20

Length 2.121 miles
Cost per mile $ 15,668.64

NRS Funds Requested. . . . . $ 33,233.20

CONTRACT#1679,

[illegible] 215-C Yamhill River-Salt Cr., 1935
Grad., Surf. & Oil. & Wallace
Bridge over Yamhill River

1679

215-C

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
Stencil No. 124 DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRS 215-C (1935)
(Yamhill River - Buell)

October 23, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

A H Benedict

By A. H. Benedict

Assoc. Highway Engineer

Encls.

Jon

Section C, Oregon U. S. Public Works
Highway Project No. NRS 215 (1935).

Acc. 24652

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on February 11, 1935, by the Oregon State Highway Commission, and on April 2, 1935, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section C of Oregon U. S. Public Works Highway Project No. NRS 215 (1935); and

WHEREAS, the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of said Section C be increased from $85,068.96 to $101,738.01:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred one thousand, seven hundred thirty-eight and 01/100 dollars ($101,738.01) as the share of the United States payable under said act on account of Section C of said project, which is the approved total estimated cost thereof:"

Paragraph (b) of Article III shall be and is hereby stricken out.

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of

Section C of said project shall not in any event exceed the sum of one hundred one thousand, seven hundred thirty-eight and 01/100 dollars ($101,738.01), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of Section C of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 15th day of September, 1936, and the Secretary of Agriculture on the 13th day of Oct, 1936.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E. B. Aldrich
Member, State Highway Commission

By F. L. Tou Velle
Member, State Highway Commission.

SECRETARY OF AGRICULTURE,

Acting Chief, Bureau of Public Roads.

Section C, U. S. Public Works Highway
Project No. NRS 215 (1935).

Form PR. 3--Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub.Wks.Hwy. Project No. NRS 215-C (1935), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 101,738.01 in lieu of the $85,068.96 approved by Certificate of April 2, 1935, as the total estimated cost of said project, and the sum of $ 101,738.01/ as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 13th day of Oct, one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By ....
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4820

215-C

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 19 1936

September 18, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final voucher for Oregon USPW project NRS 215-C (1935) recently submitted in the amount of $25,960.16.

We note that the amount claimed on the roadway portion is greater than the total cost as shown by the estimate of January 2, 1935. It will therefore be necessary that we have your customary letter, in triplicate, requesting that excess funds set up to bridge be transferred to the roadway portion of the project.

Your attention is called to the fact that the "previous payments" shown fail to take into account the semi-final voucher paid last October in the amount of $3,735.86, and a corresponding reduction will be made in payment of the final voucher.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

8-?

Total NRS Funds as per final voucher	$ 101,738.01
" previous payments =	79,513.71
Net amount of final voucher	$ 22,224.30

Flor

RH Baldock

NOTED

COST DATA--FINAL REPORT

Dallas Coast Highway, Yamhill River-Salt Creek Section, Grading, Surfacing & Oiling, Contract #1679, Prefix 127-1006

Theo. Arenz, Contractor
W. H. Stewart, Res. Const. Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,994.37	100%			$2,000.00	$2,000.00
Trench Excavation	1,408.15	1,946.3	cu. yds.	0.72	0.60	1,167.78
Common Excavation	9,442.27	74,620.5	cu. yds.	0.127	0.22	16,416.51
Solid Rock Excavation	2,945.30	5,354	cu. yds.	0.55	0.80	4,283.20
Overhaul	2,351.06	117,553	yd. sta.	0.02	0.02	2,351.06
Truck Haul	1,634.32	10,544	yd. mis.	.156	.20	2,108.80
Finish Roadbed & Slopes	532.00	3.93	Miles	135.36	300.00	1,179.00
Round Cut Banks	1,026.36	14,255	Lin. Ft.	.07	.10	1,425.50
Select Roadbed Topping	8,777.48	19,747.5	Lin. Ft.	.44	.60	11,848.50
Salvage 17" & 18" Pipe	92.83	189	" "	.49	.50	94.50
Salvage 24", 30" & 36" Pipe	43.00	60	" "	.71	1.00	60.00
6" Concrete Pipe	54.32	135	" "	.40	.60	81.00
8" Perf. Concrete Pipe	627.35	1,323	" "	.47	1.00	1,323.00
12" Corrugated Iron Pipe	167.90	132	" "	1.27	1.25	165.00
18" Concrete Pipe	957.39	678	" "	1.41	2.00	1,356.00
18" Corrugated Iron Pipe	775.50	466	" "	1.66	2.00	932.00
36" " " "	795.68	168	" "	4.75	5.00	840.00
Rock back fill in Drains	308.57	263	Cu. Yds.	1.17	1.25	328.75
Class D Concrete	3,360.01	194.02	Cu. Yds	17.31	22.00	4,268.88
Metal Reinforcement	1,284.70	27,191	Lbs.	0.048	.06	1,631.46
Crushed Gravel Surfacing	5,066.98	4,119.5	Cu. Yds.	1.23	1.65	6,797.18
" " Shoulders	742.82	537.5	" "	1.38	1.65	886.88
Filler	440.09	1,371	" "	.32	.40	548.40

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Haul Filler	319.16	3,892.25 yd. mi.	.082	.20	778.45
Sprinkling	930.69	827.28 M-Gal.	1.125	1.50	1,240.92
Mineral Agg. in Place	12,255.14	5,637 cu. yds.	2.17	2.25	12,683.25
Emuls. or Cut Back in P.	3,504.46	152.368 Tons	23.00	23.00	3,504.46
#3 Road Oil in Place	7,455.51	292.373 "	25.50	25.50	7,455.51
1¼" - 0" Crushed Gravel Surf. at Bunkers PA #1	659.17	799 cu. yds.	.825	1.00	799.00
S.P. Fine Course Topping Material PA #3	708.37	28,335 cu. yds.	.25	.25	708.38
3/4" - ½" Cr. Gravel in S.P. PA #4	509.90	476.1 cu. yds.	1.075	1.25	595.13
½" - ¼" Cr. Gravel in S.P. PA #4	283.91	264.1 cu. yds.	1.075	1.25	330.13
Screen Rejections	424.50	1,698 cu. yds.	.25	.25	424.50
Force Account	324.32				337.22
Total	$ 72,203.584				$ 90,950.35
Deduct Cement Adjust.		8.4 Bbls.	2.85	2.85	23.94
	$ 72,203.584				$ 90,926.41

Gross Earnings	$ 90,926.41
Total Cost	72,203.58
	$ 18,722.83

Net Profit Equals 20.5% of Gross Earnings

COST DATA--FINAL REPORT

Dallas Coast Highway, Yamhill River-Salt Creek Section, Grading, Surfacing & Oiling, Contract #1679, Prefix 127-1006

Theo. Arenz, Contractor
W. H. Stewart, Res. Const. Engineer

DETAILS OF COST

Labor:					
Labor				$ 13,277.80	
Supervision				1,942.50	
State Industrial Accident Insurance				989.32	
					$ 16,209.62
Materials:					
6" Concrete Pipe	135	Lin. Ft.	at 0.21	28.35	
8" Perf. Concrete Pipe	1,323	" "	at 0.2375	314.21	
12" Corrugated Pipe	132	" "	at 0.783	103.35	
12" Corrugated Bands	3		at 0.918	2.75	
18" Concrete Pipe	678	Lin. Ft.	at 1.105	749.19	
18" Corr. Iron Pipe	466	" "	at 1.206	561.99	
18" Corr. Iron Bands	24		at 1.80	43.20	
36" Corr. Iron Bands	5		at 3.564	17.82	
36" Corr. Iron Pipe	168	Lin. Ft.	at 3.71	623.28	
Gravel for Class "D"	183	Cu. Yds.	at 1.25	228.75	
Sand for Class "D"	117	" "	at 2.30	269.10	
Metal Reinforcing	27,191	Lbs.	0.0379	1,031.98	
Gravel Surfacing	4,119.5	Cu. Yds.	at 0.925	3,810.54	
Water Stop	2,000	Lbs	0.08	160.00	
Crushed Gravel Shoulders	537.5	" "	at 1.025	550.93	
Cement for Concrete	327.5	Bbls.	at 2.85	933.37	
Mineral Aggregate	5,637	Cu. Yd.	at 1.075	6,059.77	
Wire for Tying	3	Rolls	at 8.00	24.00	
Crushed Rock at Bunkers, 1¼" - 0" PA #1	799	C.Y.	at .825	659.17	
Fine & Coarse in S.P. PA #3	2,833.5	C.Y.	at .25	708.37	
Crush. in S.P. 3/4"-½"	4,761	C.Y.	at 1.075	511.81	
" " " " ½" - ¼"	264.1	C.Y.	at 1.075	283.91	
Rejections from scalp screen	1,698.0	C.Y.	at .25	424.50	
Force Account				16.95	
				18,117.29	
Emulsion in Place	152.368	Tons	at 23.00	3,504.46	
#3 Road Oil in Place	292.373	"	at 25.50	7,455.51	
					$ 29,077.26
Equipment Rental, Gas, Oil & Grease & Misc.:					
Equipment Rental				$ 7,650.00	
Move in				850.00	
Gas, Oil & Grease				2,303.50	
Chargeable Repairs				152.64	
Truck Rentals				4,860.80	
Small Tools				112.17	
Powder				1,000.59	
Form Lumber & Supplies				183.09	
Miscellaneous Expense				737.14	

Portland Office (6 mo. at 300.00)	1800.00	
Bond 1%	903.28	
Public Liability & Property Damage	168.20	
Placing Oil Rock	6195.37	
		26,916.70
Total		72,203.58

Remarks;

This job was bid Nov. 1, 1934; work started Nov.26, 1934, and was completed Sep. 9, 1935.

Trench excavation, form work, placing of concrete and steel were subbed to R,H. Jones, Wm McWaters and J Mc Dowell at 0.60, 5.00, and 0.005 Resp. Working in winter weather, excavating below water level, extra non pay excavation due to caving, made costs on this work equal the earnings with no profit for subs.

J.S.Risley subbed production of all crushed rock as follows; Surfacing 0.75; Shoulder s crushed 0.85; Oil rock 0.90 per cu yd respectively; stock piling at 0.17½ per cu yd pile measure. Cost of rock production is shown on seperate sheet.

Equipment used for excavation included 1 40 Diesel cat and bull dozer, 1-40 Diesel cat and 6 cu yd LeTourneau Carryall. 1-75 Diesel cat and 12 cu yd Carryall and 1- 3/8 cu yd Gas Shovel.

Selected topping was loaded with the 3/8 cu yd Bay City shovel and hauled with small trucks without use of grizzly, stone hammers were used on grade to break up rock over six inches. This topping was taken from future rightof way near Mill Creek.

19474½ cu yds weree loaded in 359 hours operating time or about 55 cu yds per hour.

Oiling was sub let to Babler Bros. Cost data on this oiling is not yet available and are shown as paid by Theo. Arenz.

E.H. Clymer
Cost Analyst

By Ross C Miles
Ross C. Miles
Asst Cost Analyst

Cost of Producing Crushed Rock for Surfacing and Oil

Cost Data Final Report

Yamhill River Salt Creek Section, Dallas Coast Highway, Contract 1679, Prefix 127 - 1006

Theo. Arenz	Contractor
J.S.Risley	Sub- Contractor
W.H.Stewart	Res. Const Engineer

	Total Cost	Quantity	Unit Cost
Production Cost	19,418.31	23580 Cu. Yds.	$ 0.823
Rejections	963.00	3852 " "	0.25
Stock Piling	705.14	10073.4 Cu. Yds.	0.07
Cost, Total	21085.31		

Remarks:

23580 cubic yards of crushed gravel were produced in 889 hours operating time, an average of about 26½ cubic yards per hour

Excavation was done with a ¾ cubic yard gas shovel and material hauled to scalping screen by small trucks. Dirt and material to 1 inch were shaken out and material crushed by a 12 inch gyratory, elevated with bucket elevator, screened with vibrator screens, and oversize to 24 inch disc secondary. The plant was powered by one 80 H.P. diesel and one 15 H.P. gas engine.

Form 388—5M—8-34

215-A

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 26, 1935

Section Yamhill River- Salt Creek

Kind of work Grading, surfacing, Oiling.

Highway Dallas - Coast

Section prefix 127-1006

Contractor Theo. Arenz

Contract number 1679

Date of contract Nov. 8th, 1934

Date of completion Sept. 30, 1935

Date work started Nov. 26, 1934

Estimated date of completion Sept. 9th, 1935

Amount of contract $82,967

Per cent of time elapsed 93.5 %

Estimated cost of completed project, exclusive of engineering $ 91,315.74

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 5360, 6.5 %

Date project was completed Sept. 9th, 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROJECT COMPLETED

Monday and Tuesday all the party in the office on the semi-final estimate.

Wednesday- Stewart, Johnston, Cramb went to the Wapinitia job to start taking some sections around the quarry so that the contractor might get started to taking the overbubden from the quarry. Folston and Reed were left at Dallas to finish the semi-final estimate and cross section the gravel pit at Buell and put in the right of way pins for the extra right of way that was purchased for the slide at Buell sta. 266/35 to 286/00.

Signed W. H. Stewart

Address Dallas, Ore. Phone 1273

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	AIN ANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

215 C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

September 27, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S.P.W. Project NRS 215-C (1935), Yamhill River-Buell Sec., Dallas-Coast Hwy., Polk County, was made by a representative of this office on September 13, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Jeo

#1684

215 C

August 28, 1935

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1684 for the construction of a bridge over Yamhill River near Willamina on the Dallas-Coast Secondary Highway in Polk County has been completed by the contractors, Averill & Philpott, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 7, 1935.

The State is not advised of any unpaid claims for labor or matetial, or of the existence of any claims, dbts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $21,205.02 including the final payment. Of this amount $152.16 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

215

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1207-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM Ore AUGUST 9 1935

To GENERAL CASUALTY COMPANY OF AMERICA

Street and No. BOARD OF TRADE BUILDING

Place PORTLAND OREGON

RETEL LATEST INFORMATION AVAILABLE DATED JULY FIFTEENTH CONCERNING ARENZ CONTRACTS IS AS FOLLOWS COLON SALT CREEK JOB AMOUNT EARNED SEVENTY TWO THOUSAND THREE HUNDRED TEN DOLLARS FORTY SIX CENTS COMMA PAID SIXTY SIX THOUSAND ONE HUNDRED SIXTY DOLLARS NINETY ONE CENTS COMMA RETAINED SIX THOUSAND ONE HUNDRED FIFTY NINE DOLLARS FIFTY FIVE CENTS COLON MCNARY OAK POINT JOB EARNED SIXTEEN THOUSAND SEVEN HUNDRED FORTY FOUR DOLLARS SEVENTY FOUR CENTS COMMA PAID FOURTEEN THOUSAND FOUR HUNDRED NINETY NINE DOLLARS SEVENTY THREE CENTS COMMA RETAINED TWO THOUSAND TWO HUNDRED FORTY FIVE DOLLARS ONE CENT STOP BOTH CONTRACTS ARE PROGRESSING SATISFACTORILY

H. B. GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

DAY LETTER
COLLECT

Sender's address for reference

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE.

Sender's telephone number

progressing satisfactorily

Western union
day letter
Collect

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

(43)

R. B. WHITE, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 1933 AUG 9 AM

PRAA36 25=PORTLAND ORG 9 835A

OREGON STATE HIGHWAY DEPARTMENT=

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

:PLEASE WIRE EARNED ESTIMATES AND RETAINAGES DUE THEODORE ARENZ ON YAMHILL RIVER SALT CREEK JOB ALSO MCNARY OAK POINT JOB AND WHETHER CONTRACTS PROGRESSING SATISFACTORILY=

GENERAL CASUALTY COMPANY OF AMERICA.

Con

WESTERN UNION GIFT ORDERS ARE APPROPRIATE GIFTS FOR ALL OCCASIONS

2, 2[illegible] [illegible]

progressing satisfactorily

Western union
day letter
collect

Retel latest information available dated July fifteenth concerning Arenz contracts is as follows colon Salt Creek job amount earned 72,310.46 comma paid 66,160.91 comma retained 6,150.55 ~~colon~~ McNary Oak Point job earned 16744.74 comma paid 14499.73 comma retained 2,245.01 stop both contracts are progressing satisfactorily

Western union
day letter
collect

August 9, 1935

H. B. G.

Re attached wire concerning Arenz Contracts:

No. 1678 - McNary-Oak Point Section -

Earned -	$16,744.74
Paid to July 15th -	$14,499.73
Retained percentage -	$ 2,245.01 -

Est. #2 for work performed to July 15th amt. $13,692.23 was mailed Aug, 5th.

No. 1679 - Yamhill River-Salt Creek Section -

Earned $72,310.46 -

Paid to July 15th -$66,160.91 -

Retained percentage - $6,159.55 -

Est. #8 for work performed to July 15th - amt. $9,974.58 mailed Aug, 5th.

Division office advises that work is progressing satisfactory.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

July 9, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon USPW Project No. NRS 215-C (1935), Yamhill River-Buell Section, Dallas-Coast Highway, Polk County, was made by a representative of this office on June 28, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

cc E. C. Ricketts

15a

Cost

NOTED
State Highway Engineer

May 28, 1935.

Mr. R. H. Baldock

I am returning herewith correspondence in reference to the bridge connecting the Ballston county road with the Dallas-Coast Highway near our Salt Creek structure. You will note Mr. Bishop's comment, as follows:

> "It would seem that Mr. Stewart's estimate of $1200 is rather high as I believe $500 should replace the old type of bridge."

Mr. Bishop's is entirely correct; and if you will check Mr. Stewart's estimate at the bottom of his letter of May 8, you will see that he has shifted his decimal point. His estimate of 1500 feet of lumber at $80.00 amounts to $120.00, not $1200.00.

We can put this bridge in pretty fair shape for $120.00, plus the cost of the riprap which will amount to about $30.00, making a total of $150.00.

It is my recommendation that we execute an agreement with the county whereby the state agrees to do this work in consideration for which the county agrees to become responsible for the structure, and perform all necessary maintenance hereafter.

If this meets with your approval, we can have Mr. Devers draw up the necessary agreement. I think this should be done and the agreement signed by both parties before we do any work on this structure.

The above is in line with your general instructions to the effect that we should do something to help the county out in this particular case notwithstanding the fact that the structure is on a county road connection.

C. B. McCullough

cc E. C. Ricketts

Baldock

Federal Aid

Cost Data to May 15, 1935 May 17 1935

Dallas-Coast Secondary Highway, Yamhill River, Salt Creek Section. Grading, Surfacing, and Oiling Contract 1679, Prefix 127 PE

Theo Arenz Contractor
W.H.Stewart Res Const Engineer

	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing	1994.37	100%			2000.00
Trench Excavation	1165.65	1264 cu yds	0.92	0.60	758.40
Commom Excavation	3886.57	38860 " "	0.10	0.22	8549.20
Overhaul	648.61	40500 yd Sta	0.016	0.02	810.00
Truck Haul	1002.00	7400 yd mi	0.146	0.20	1480.00
Rounding Cut Banks	151.90	2150 li ft	0.07	0.10	215.00
Salvage 8" & 12" Pipe	84.50	178 " "	0.47	0.50	89.00
6" Concrete Pipe	54.32	135 " "	0.40	0.60	81.00
18" Concrete Pipe	659.65	480 " "	1.37	2.00	960.00
18" Corrugated Iron Pipe	775.50	466 " "	1.66	2.00	932.00
36" " " "	656.81	132 " "	4.97	6.00	660.00
Rock Back Fill	37.00	37 cu yds	1.00	1.25	46.25
Class "D" Concrete	3360.01	186 " "	18.06	22.00	4092.00
Metal Reinforcement	1317.66	25600 lbs	0.05	0.06	1536.00
Total	15794.55				22208.85

Gross Earnings	22208.85
Total Cost	15794.55
Net Profit	6414.30

Net Profit to date equals 28.8% of total Earnings

Remarks;

Work started Nov.26, 1934 and is now 27% complete. Clearing and Box Culverts are completed, Pipe 90% Completed and Excavation 50 % completed.

A small crew carried on clearing and grubbing thruout the winter when weather permitted. Trench Excavation consisting of excavation for box culverts and channel change was bid low. $1.00 would have been a fair bid per cu yd.

Present low cost of excavation is due to working where Carry-all scrapers and Bull Dozer work to exceptional advantage, good Equipment, good weather, good management, and working in open with no traffic. Cost of excavation will increase as job progresses, due to necessity for using shovel and trucks, and taking care of traffic

E.H.Clymer
By Ross C. Miles

[illegible] Date to May 15, 1935 May 17, 1935

Dallas Coast Secondary Hi[illegible], Yamhill-River Salt Creek [illegible]on. Grading.Surfacing and Oiling Contract 1679 Prefix 127 PE

Theo. Arenz Contractor
W.H.Stewart Res. Const. Engineer

Labor						
Labor					4823.46	
State Ind Acc. Insur.					286.18	
Supervision					827.50	5937.14
Materials						
Concrete Gravel	183	cu yds	at	1.57	287.31	
Concrete Sand	117	" "	at	2.30	269.10	
Cement	327½	bbls	at	2.85	933.37	
Steel Reinforcing						
	25600	lbs	at	0.0367	939.52	
Water Stop	2000	"	at	0.08	160.00	
Wire for tying	3.	rolls	at	8.00	24.00	
Rock for Back Fill	37	cu yds	at	0.75	27.75	
6" Con tile	135	li ft	at	0.21	28.35	
18" Conc Pipe	480	" "	at	0.90	432.00	
18" Corru Iron	466	" "	at	1.206	562.00	
18" Bands	11	only	at	1.80	19.80	
36" Corru Iron	132	Li Ft	at	3.95	521.40	
36" Bands	3	only	at	4.00	12.00	4216.60
Expense, Equipment Rent, Gas Oil and Grease						
Equipment Rent (State Rates)					2621.50	
Gas Oil and Grease					983.60	
Move in 30%					275.00	
Powder					324.73	
Form Lumber ahd acessories					149.34	
Small Tools					78.30	
Repairs					20.90	
Misc Expense					215.35	
Portland Office (3 mo. at 250.00 per mo)					750.00	
Bond (1% of gross earning)					222.09	5640.81
Grand Total						15794.55

April 26, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are returning herewith the copies of intermediate voucher number 3 for the Yamhill River-Salt Creek Section, Project No. NRS 215-C, which copies have been corrected in accord with the information given in your letter of April 23rd, that previous vouchers had been passed by your office for payment in the revised amount of $13,777.28.

While we had noted in preparing vouchers 2 and 3, that an error had occurred in voucher number 1, our files did not indicate that a correction had been made in your office and we assumed that the voucher had been passed for payment in the submitted amount. Also, payment had not been received at the time of submission of the subsequent vouchers so we were unable to get the correct amount from that source.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

April 25, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to our letter of April 23, 1935, and intermediate voucher for Oregon NRS 215-C (1935), covering period from March 16, 1935, to April 15, 1935, submitted in amount of $11,253.85.

We are returning the original and two copies of voucher in order that you may change the amount of previous roadway payment in accordance with the above mentioned letter to $3,902.10. By using the corrected previous payment, you can claim on this voucher approximately $500 additional.

We suggest that you resubmit the voucher in the revised form and thus secure the additional amount.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

April 23, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to vouchers Nos. 1 and 2 for Oregon U.S.Public Works highway project NRS 215-C (1935).

The payment for roadway on first voucher was reduced to $1,946.56, being 78% of the work done to the date of that voucher. The second voucher was paid in the amount submitted, but because of the reduction in the previous one, the payments do not aggregate the amount you showed for "total Amount claimed."

Voucher No. 3 should show previous payment for roadway as $3,902.10. There was no change in the payments for bridge work.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

The above letter means that payment was made as follows, and that total payments are $25,580.17

1st Voucher $5301.61
2nd Voucher 8475.67
13777.28

3rd Voucher $25,580.17 - 13777.28 = 11,802.89

NOTED
R. V. [illegible]

PR 215-C

Fxp. 24652

Form P. R. 2

State Oregon

U.S.Public Works Highway Project No. NRS-215, Section C
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of February, 1935 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No.67, 73rd Cong.) approved June 16, 1933 and act approved June 18,1934 (Public No. 393, 73rd Cong.)

Whereas the Highway Department of said State submitted on the 18th day of October, 1933 a project statement, which was approved by the Secretary on the 3rd day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 17th day of October, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-five thousand, sixty-eight and 96/100 dollars ($85,068.96) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 16, 1934 and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920 and Chap. 248, Laws of 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+81, a connection with Federal Route No. 11 in the NW¼ of Sec. 13, T 6 S, R 7 W, and survey station 209+87, the west end of Section NRS-215-B, a point in the NW¼ of Sec. 28, T 6 S, R 6 W, length 3.958 miles, in Polk County, being Section C of Oregon U.S.Public Works Hwy. project No. NRS-215-C/ (1935), consisting of 3.922 miles of roadway and 1 bridges~~each~~ of more than 20 feet clear span, 0.036 of a mile in length, known locally as the Yamhill River-Buell section of the Dallas-Coast Highway.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of eighty-five thousand, sixty-eight and 96/100 dollars ($85,068.96), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred one thousand, seven hundred thirty-eight and 01/100 dollars ($101,738.01), the approved total estimated cost of Section C of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 2d day of April, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture.

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Highway Project No. [illegible]-215-C(1935) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 101,738.01 as the total estimated cost of said project, and the sum of $85,068.96 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 2d day of April one thousand nine hundred and thirty-five

Secretary of Agriculture,

By ....
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—[illegible]

FORM 8-2-1 10630 2M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

215 a C

112-1

February 18, 1935

Mr. W. H. Stewart
Resident Engineer
State Highway Department
Dallas, Oregon

Dear Sir:

We are enclosing steel details for 4 x 5 culvert at station 16 + 92 on the Yamhill River-Salt Creek Section.

Very truly yours

C. B. McCullough
Bridge Engineer

By
O. A. Chase
Designing Engineer

OAC LD
Enc.

cc R. H. Baldock

State Highway Engineer

January 14, 1935

215c

Averill and Philpott,
Route 10,
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1684 which was awarded to you on December 6 for bridge construction over the Yamhill River on the Dallas-Coast Highway at the junction with the McMinnville-Tillamook Highway in Polk County.

This copy is sent to you for your records and files.

Yours very truly,
STATE HIGHWAY COMMISSION

By

MC

Secretary

January 5, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Yamhill River-Salt Creek Section, Project No. NRS 215-C (1933).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 215-C (1935)

YAMHILL RIVER-SALT CREEK SECTION OF THE DALLAS-COAST HIGHWAY IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, January 2, 1935

ROADWORK

All Required		Clearing and Grubbing		$ 2,000.00
1,200	cu. yds.	Trench Excavation	$ 0.60	720.00
80,000	" "	Common Excavation	0.22	17,600.00
3,000	" "	Solid Rock Excavation	0.80	2,400.00
130,000	yd. sta.	Overhaul	0.02	2,600.00
15,000	yd. mi.	Truck Haul	0.20	3,000.00
3.94	miles	Finishing Roadbed and Slopes	300.00	1,182.00
11,000	lin. ft.	Rounding Cut-banks	0.10	1,100.00
17,000	cu. yds.	Selected Roadbed Topping	0.60	10,200.00
250	lin. ft.	Salvaging 12 and 18-inch Pipe	0.50	125.00
100	" "	Salvaging 24, 30 and 36-inch Pipe	1.00	100.00
120	" "	6" Concrete Pipe	0.60	72.00
400	" "	8" Perforated Concrete Pipe	1.00	400.00
280	" "	12" Corr. Iron Pipe	1.25	350.00
450	" "	18" Concrete Pipe	2.00	900.00
500	" "	18" Corr. Iron Pipe	2.00	1,000.00
110	" "	36" Concrete Pipe	6.00	660.00
40	" "	36" Corr. Iron Pipe	5.00	200.00
100	cu. yds.	Rock Backfill in Drains	1.25	125.00
170	" "	Class "B" Concrete	22.00	3,740.00
26,000	lbs.	Metal Reinforcement	0.06	1,560.00
2,000	cu. yds.	Salvaging Surfacing Materials	0.60	1,200.00
4,100	" "	Crushed Gravel Surfacing	1.65	6,765.00
400	" "	Crushed Gravel Shoulders	1.65	660.00
1,200	" "	Filler	0.40	480.00
1,200	yd. mi.	Hauling Filler	0.20	240.00
700	M-Gals.	Sprinkling	1.50	1,050.00
2,600	cu. yds.	Mineral Aggregate in Place	2.25	5,850.00
48	tons	Emulsified or Cut-back Asphalt in Seal Coat	23.00	1,104.00
155	"	No. 3 Road Oil in Place	25.50	3,952.50
			Sub-total	$ 71,335.50
			10% Engr. & Cont.	7,133.55
			Total	$ 78,469.05

YAMHILL RIVER BRIDGE

280	cu. yds.	Excavation	$ 5.00	$ 1,400.00
30	" "	Excavation below Plans	6.00	180.00
136	" "	Class "B" Concrete	16.10	2,189.60
28	" "	" "A" "	19.50	546.00
156	" "	" "D" "	17.30	2,698.80
30,000	lbs.	Metal Reinforcement	0.058	1,740.00
198,000	"	Structural Steel	0.055	10,890.00
392	lin. ft.	Concrete Handrail	3.85	1,509.20
			Sub-total	$ 21,153.60
			10% Engr. & Cont.	2,115.36
			Total	$ 23,268.96

Length of Roadwork	3.922 miles
" " 1 Bridge	.036 "
Total length	3.958 "
Cost per mile, roadwork	$ 20,007.40

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	NRS Funds	State Funds
Roadwork	$ 78,469.05	$ 61,800.00	$ 16,669.05
Bridge	23,268.96	23,268.96	- -
	$ 101,738.01	$ 85,068.96	$ 16,669.05

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931.

December 8, 1934 215A

Mr. Theodore Arenz
10509 N. E. Sandy Boulevard
Portland, Oregon

Dear Sir:

We are sending to you today by express a fully executed copy of contract #1679 awarded to you on November 1, 1934, for the grading, surfacing and oiling of the Yamhill River-Salt Creek Section of the Dallas-Coast Secondary Highway in Polk County.

This copy is for your records and files.

Very truly yours,

OG Secretary

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 6, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works highway project NRS 215-C (1935), Wallace Bridge over the Yamhill River on the Dallas Coast Highway, to Averill & Philpot, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Jon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREGON

November 21, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S. Public Works highway project NRS 215-C (1935), the Yamhill River Bridge on the Yamhill ~~River-Buell~~ section of the Dallas-Coast Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

dr

November 19, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Yamhill River Bridge, Project No. NRS 215-C (1935).

Five blueprint copies of the plan quantity summary sheet are being sent under separate cover. The bid proposals for this work were submitted to you previously.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 215-C (1935)

YAMHILL RIVER-SALT CREEK SECTION OF THE DALLAS-COAST HIGHWAY IN POLK COUNTY

(Estimate to accompany plans for Yamhill River Bridge. Not as basis for project agreement).

Salem, Oregon, Nov. 19, 1934

ROADWORK (Low Bid Prices)

All Required		Clearing and Grubbing		$ 2,000.00
1,200	cu. yds.	Trench Excavation	$ 0.60	720.00
80,000	" "	Common Excavation	0.22	17,600.00
3,000	" "	Solid Rock Excavation	0.80	2,400.00
130,000	yd. sta.	Overhaul	0.02	2,600.00
15,000	yd. mi.	Truck Haul	0.20	3,000.00
3.94	miles	Finishing Roadbed and Slopes	300.00	1,182.00
11,000	lin. ft.	Rounding Cut-banks	0.10	1,100.00
17,000	cu. yds.	Selected Roadbed Topping	0.60	10,200.00
250	lin. ft.	Salvaging 12 and 18-inch Pipe	0.50	125.00
100	" "	Salvaging 24, 30 and 36-inch Pipe	1.00	100.00
120	" "	6" Concrete Pipe	0.60	72.00
400	" "	8" Perforated Concrete Pipe	1.00	400.00
280	" "	12" Corr. Iron Pipe	1.25	350.00
450	" "	18" Concrete Pipe	2.00	900.00
500	" "	18" Corr. Iron Pipe	2.00	1,000.00
110	" "	36" Concrete Pipe	6.00	660.00
40	" "	36" Corr. Iron Pipe	5.00	200.00
100	cu. yds.	Rock Backfill in Drains	1.25	125.00
170	" "	Class "D" Concrete	22.00	3,740.00
26,000	lbs.	Metal Reinforcement	0.06	1,560.00
2,000	cu. yds.	Salvaging Surfacing Materials	0.60	1,200.00
4,100	" "	Crushed Gravel Surfacing	1.65	6,765.00
400	" "	Crushed Gravel Shoulders	1.65	660.00
1,200	" "	Filler	0.40	480.00
1,200	yd. mi.	Hauling Filler	0.20	240.00
700	M-Gals.	Sprinkling	1.50	1,050.00
2,600	cu. yds.	Mineral Aggregate in Place	2.25	5,850.00
48	Tons	Emulsified or Cut-back Asphalt in Seal Coat	23.00	1,104.00
155	"	No. 3 Road Oil in Place	25.50	3,952.50
		Sub-total		$ 71,335.50
		10% Engr. & Cont.		7,133.55
		Total		$ 78,469.05

YAMHILL RIVER BRIDGE (Estimated Prices)

280	cu. yds.	Excavation	$ 3.00	$ 840.00
30	" "	Excavation below plans	5.00	150.00
136	" "	Class "B" Conc etc	20.00	2,720.00
28	" "	" "A" "	21.00	588.00
156	" "	" "D" "	22.00	3,432.00
30,000	lbs.	Metal Reinforcement	0.05	1,500.00
198,000	"	Structural Steel	0.065	12,870.00
392	lin. ft.	Concrete Handrail	5.00	1,960.00
		Sub-total		$ 24,060.00
		10% Engr. & Cont.		2,406.00
		Total		$ 26,466.00

Length of Roadwork	3.922 miles
" " 1 Bridge	.036 mile
Total length	3.958 miles
Cost per mile, roadwork	$ 20,007.40

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	NRS Funds	State Funds
Roadwork	$ 78,469.05	$ 61,800.00	$ 16,669.05
Bridge	26,466.00	26,466.00	- -
	$ 104,935.05	$ 88,266.00	$ 16,669.05

November 15, 1934

Mr. Theodore Arens
10509 N. E. Sandy Boulevard
Portland, Oregon

Dear Sir:

For use in connection with the Yamhill River-Salt Creek grading, surfacing and oiling project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Court House, Dallas, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. E. Chandler
Mr. W. H. Stewart

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 8, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir;

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S.Public Works highway project NRS 215-C (1935), Yamhill River-Buell section of the Dallas Coast Highway, to Theo. Arenz, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 17, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon U.S.Public Works highway project NRS 215-C (1935), the Yamhill River-Buell section of the Dallas ~~Coast Highway~~, covering grading, surfacing and oil mat surface treatment, have today been recommended for approval. This is your authority for advertising.

There is a difference of 0.01 in the "Finishing Roadbed and Slopes" quantity between the estimate and summary sheet. Please show the correct quantity in the agreement estimate and advise us of any correction that should be made in the documents already received here.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

F.B.

October 16, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are today sending, under separate cover, five blueprint copies of the typical section and summary sheet for the Yamhill River-Salt Creek Section, Project No. NRS 213-C (1935), the typical section having been revised to show the rounding of cutbanks as provided in the specifications.

In connection with the specifications for this project, please correct the fifth line from the bottom of Special Provision Page 26 to read "with surfacing materials, etc," by deleting the word "salvaged." Also, in the fourth line from the bottom of Special Provision Page 37, change the name "Burnt River" to "Yamhill River."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

October 15, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Yamhill River-Buell Section, Project No. NRS 215-C (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Public Works Proj.
No. NRS 215-C (1935)

YAMHILL RIVER-SALT CREEK SECTION OF THE
DALLAS-COAST HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 15, 1934

All Required		Clearing and Grubbing		$ 3,000.00
1,200	cu. yds.	Trench Excavation	$ 1.00	1,200.00
80,000	cu. yds.	Common Excavation	0.30	24,000.00
3,000	cu. yds.	Solid Rock Excavation	0.75	2,250.00
130,000	yd. sta.	Overhaul	0.02	2,600.00
15,000	yd. mi.	Truck Haul	0.18	2,700.00
3.94	miles	Finishing Roadbed and Slopes	200.00	788.00
11,000	lin. ft.	Rounding Cutbanks	0.10	1,100.00
17,000	cu. yds.	Selected Roadbed Topping	0.60	10,200.00
250	lin. ft.	Salvaging 12 and 18-inch Pipe	0.40	100.00
100	lin. ft.	Salvaging 24, 30 and 36-inch Pipe	0.50	50.00
120	lin. ft.	6" Concrete Pipe	0.60	72.00
400	lin. ft.	8" Perforated Concrete Pipe	1.00	400.00
280	lin. ft.	12" Corr. Iron Pipe	1.25	350.00
450	lin. ft.	18" Concrete Pipe	2.50	1,125.00
500	lin. ft.	18" Corr. Iron Pipe	2.50	1,250.00
110	lin. ft.	36" Concrete Pipe	5.50	605.00
40	lin. ft.	36" Corr. Iron Pipe	5.50	60.00
100	cu. yds.	Rock Backfill in Drains	1.50	150.00
170	cu. yds.	Class "D" Concrete	25.00	4,250.00
26,000	lbs.	Metal Reinforcement	0.06	1,560.00
2,000	cu. yds.	Salvaging Surfacing Materials	0.75	1,500.00
4,100	cu. yds.	Crushed Gravel Surfacing	1.75	7,175.00
400	cu. yds.	Crushed Gravel Shoulders	1.75	700.00
1,200	cu. yds.	Filler	0.40	480.00
1,200	yd. mi.	Hauling Filler	0.20	240.00
700	M-Gal.	Sprinkling	1.50	1,050.00
2,600	cu. yds.	Mineral Aggregate in Place	2.85	7,410.00
48	tons	Emulsified or Cut-back Asphalt in Seal Coat	25.00	1,200.00
155	tons	No. 3 Road Oil in Place	26.50	(Alternate)
185	tons	Tar in Place	22.00	4,070.00
		Sub-total		$ 81,633.00
		10% Engr. & Cont.		8,163.30
		Total		$ 89,796.30

Length of Roadwork	3.922 miles
Cost per mile	$ 22,896.09

NRS Funds Requested -	$ 60,800.00
State Funds Available -	28,998.50
	$ 89,798.50

CONTRACT #1680,

18-1202 Klamath Falls Rock Production
Units P & C 1934

1680

18-13

June 25, 1936

R. I. Stuart & Sons
Medford, Oregon

Gentlemen:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of August 20, 1935 for an extension of time in which to complete your contract for furnishing rock for the Modoc Point and Keno portions of the Klamath Rock Production Project for The Dalles-California and Green Springs Highways in Klamath County. There follows an excerpt from the minutes of the State Highway Commission meeting held on September 26, 1936 covering this matter:

"R. I. Stuart & Sons, contract No. 1680 for furnishing rock for the Modoc Point and Keno portions of the Klamath Rock Production Project for The Dalles-California and Green Springs Highways in Klamath County, requested an additional extension of time, from July 1 to August 31, 1935, in which to complete this job. The Engineer advised that the contractor's delay was caused principally by the fact that he had inadequate equipment to handle the work. However, the state has not been inconvenienced thereby because the contractor has had available for the state at all time sufficient rock to take care of immediate needs. He also advised that the engineering costs in connection with the job have not been increased to any extent, because the engineering crew was employed on other work at the same time. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation unanimously."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

DP

18 DB

June 25, 1936

R. I. Stuart & Sons
217 Apple St.
Medford, Oregon

Gentlemen:

Your request for an extension of time on Contract No. 1680 was considered by the State Highway Commission at its meeting held on June 25, 1935, and the following action was taken:

"R. I. Stuart & Sons, contract No. 1680 for furnishing rock for the Klamath Rock Production Project along the Modoc Point and Keno Sections of The Dalles-California and Green Springs Highways in Klamath County, requested an extension of time in which to complete this project, giving as their reason that deep snow and continued inclement weather made it virtually impossible for them to produce the rock as required in the contract. The Engineer advised that the contractor made every effort to complete this job within the specified time limit, but due to heavy snow and an unusual amount of rain, very little work could be done during the winter and spring months; furthermore, the specified quarry contained a large amount of clay which could not be seperated from the rock except during dry weather. He further advised that the contractor has produced all the rock necessary to carry on the oiling and patching operations of the State this season, hence the State has suffered no loss on that account; neither has the State incurred a great amount of extra engineering expense on account of the delay. He recommended that the time limit for the completion of this job be extended from April 30th to July 1st, 1935, and that the contractor be not penalized for failure to complete the job within the specified time limit. The Commission approved the Engineer's recommendation by unanimous vote."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

DP

1680

4415
14-1202

December 18, 1935.

Specialized Service Co.
603 S. 6th Street
Klamath Falls, Oregon

Attention: F. W. Eberlein

Gentlemen:

Receipt is acknowledged of your letter of recent date, which was addressed to Mr. Watson Townsend, enclosing the statement of your claim against R. I. Stuart & Sons, in the amount of $9.90.

We presume that your claim is against the R. I. Stuart & Sons contract No. 1680, Klamath Rock Production Project, in Klamath County. If this is the case, we wish to advise that in connection with this contract, R. I. Stuart & Sons were required to furnish the State with a surety bond for the protection of claims for labor and material, and to insure the satisfactory completion of the contract.

This bond is offered for the protection of your claim. It was written by the Fidelity & Deposit Company of Maryland, for whom R. E. Pinney, who has offices in the Failing Building, Portland, is resident agent.

We are today notifying the contractor and his surety company of your claim and suggest that you do likewise, and if you do not secure satisfaction, then file your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws, 1931, mimeograph copy of which is enclosed herewith.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

Encl.
JM:CE

December 18, 1935.

Fidelity & Deposit Company of Maryland
R. E. Pinney, Agent
Failing Building
Portland, Oregon

Gentlemen:

This letter is to advise you that as surety on the bond furnished by R. I. Stuart & Sons, in connection with their contract, No. 1680, Klamath Rock Production Project in Klamath County, that there has been filed in this office a claim by Specialized Service Company, Klamath Falls, in the sum of $9.90, for material furnished.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

cc - R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

WM. WELCH F. W. EBERLEIN

SPECIALIZED SERVICE CO.

BATTERY, MAGNETO, SPEEDOMETER AND RADIATOR SERVICE
AUTOMOTIVE ELECTRICIANS

603 S. 6TH STREET :: PHONE 848

KLAMATH FALLS, OREGON

Watson [illegible]
Salem Ore
Dear Sir

At the suggestion of [illegible] we are enclosing a copy of a bill for materials furnished to [illegible] Stewart & Sons while they were furnishing stock [illegible] the State last summer. To date we have not received any acknowledgement of statements or request. Anything you might do to help us [illegible] would be appreciated.

Specialized Service
by F. W. Eberlein

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims, should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $19,899.77, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

one 848

Klamath Falls, [illegible] 2 - 13 1930

M R. J. Stewart & Son

Medford.

In Account With

SPECIALIZED SERVICE CO.

BATTERY - ELECTRICAL - RADIATOR SERVICE

Req. No.

603 SOUTH 6th STREET

	Balance –	9	90	

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims, should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $19,899.77, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:CE

#1680

18 R H

December 10, 1935.

Fidelity & Deposit Company of Maryland
R. E. Pinney, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1680 for the construction of the Modoc Point and Keno Section of The Dalles-California and Green Springs Highway in Klamath County, has been completed by the contractors, R. I. Stuart & Sons, 217 Apple Street, Medford, and that final settlement will be made by the State with said contractors for work done under this contract, on or after December 20, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims, should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $19,899.77, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

18-1202

December 3, 1935

Mr. C. C. Kelley
Resident Highway Engineer
Klamath Falls, Oregon

Dear Sir:

In regard to haul adjustment on the Klamath Rock Production Project, and in answer to your question relative to including in the assumed haul, one-half mile of haul on materials specified to be stockpiled at the quarry site, we offer the following explanation.

The specification is very definite in its statement that the basis of computing assumed haul is to be the same as the basis of computing actual haul, and as no one would raise any question as to whether or not the contractor would be entitled to the half-mile haul allowance in case the quantities of materials stockpiled at the quarry were in excess of the quantity assumed for stockpiling at that location, we do not see how any question can be raised when the situation is reversed. The materials stockpiled at the quarry have to be loaded into trucks and hauled the same as materials stockpiled elsewhere, and that loading and hauling costs money. If we increase the number of yards to be so hauled, we pay extra, if we reduce the number of yards to be hauled, we pay less. This appeals to us as being entirely fair and equitable.

In arriving at the amount extra to be paid, or the amount less to be paid, we follow the established practice of figuring that all haul within the first half-mile, whether it be 50 feet or 2,500 feet, should be allowed for at the same rate per cubic yard. This, also, appears to us to be as fair as any practicable method that can be devised.

To figure that the assumed distribution of materials should include no haul on materials stockpiled at the quarry, as you have proposed, would result in the contractor's being entitled to a haul adjustment even when the materials are stockpiled exactly as specified, which, of course, is quite unreasonable.

We hope that the above explanation will clarify the point involved and convince you of the correctness of our interpretation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc K. D. Lytle

1826

November 2, 1935

Mr. Clarence D. Porter, Manager,
Fidelity & Deposit Company of Maryland,
Failing Building,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of November 1st concerning claim of Pete Fergosi against R. I. Stuart & Sons in connection with their contract No. 1680 - Klamath Rock Production Project.

You are advised that the above claim was filed for Mr. Fergosi, by J. V. Whipp, c/o Dunn & Baker, Klamath Falls, Oregon.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1680
Kla. Co

DEPARTMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Failing Building
PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

NOVEMBER FIRST,

1935.

Mr. H.B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

RE: Contract #1680-R.I. Stuart & Sons, Klamath Rock Crushing Prod. Proj. Modoc Point and Keno Sec.

Dear Sir:

On October 25, 1935 you advised us of an alleged claim of Pete Fergosi amounting to approximately $1000.00 concerning rental of a rock-crusher. Colonel Stuart has advised us that he has purchased the rock-crusher and therefore the claim has been liquidated. In order that we can confirm that from Pete Fergosi would you give me his address.

Very truly yours,

Clarence D Porter
Clarence D. Porter,
Manager.

CDP:DC

Jim—
Please [illegible] this up and
write [illegible] for [illegible]
HBG

18-ΔB

October 25, 1935.

Fidelity & Deposit Company of Maryland
R. E. Pinney, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R. I. Stuart & Sons, on Contract No. 1680, for the construction of the Modoc Point and Keno Section of The Dalles-California and Green Spring Highway in Klamath County.

This payment will be made on or after November 4, 1935.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1680

R. I. STUART & SONS
CONTRACTORS

1EDC

MEDFORD, OREGON Oct. 22-1935

H.B.Glaisyer Secretary
Oregon State Highway Com.

Dear Sir.

Yours of Oct.19 Received. Regarding the claim of Pete Fergosi for rental of Crusher.

Our agreement with him was as follows.

Mar.14-1935 I agree to rent 2' Symons Cone With Option to Purchase. To R.I.Stuart & Sons Rental to $200.00 per month. With Rental apply on Purchase Price. Of $1500.00

Signed Pete Fergosi

On Oct. 8 we mailed check for $ 1500.00 we have the cancled check and return card for regestered letter to him both signed by him. we think he must have sent claim before receiving check.
anything furthur on account of this claim please advise us.
Regarding extension of time on this contract was under the impression it was to the 28th of Sept. the job was finished on sept.18 except cleaning up the site.We had a hard time on this job on account of break downs on equipment. and ask that time be extended to the 28th of Sept.
Very truly yours R,I,Stuart & Sons

by

Same
note

18 II B

#1680

October 19, 1935

Fidelity & Deposit Co. of Maryland
R. E. Pinney, Manager
Failing Building
Portland, Oregon

Dear Sir:

This is to inform you that we have received information from a man named Pete Fergosi to the effect that he has a claim in the amount of $1,000 against R. I. Stuart & Sons covering the rental of a crusher for use in connection with their contract with the State for the Klamath Rock Production project, Contract No. 1680.

This information is given you as you appear as surety on the bond furnished by R. I. Stuart & Sons on this contract.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

October 19, 1935

Mr. J. V. Whipp
c/o Dunn & Baker
Klamath Falls, Oregon

Dear Sir:

Mr. S. B. Gillette has handed me your letter of October 12 regarding the claim of Pete Fergosi against R. I. Stuart & Sons covering rental of a crusher used by R. I. Stuart & Sons in connection with their contract with the State Highway Commission known as the Klamath Rock Production Project, Contract No. 1680.

The bond furnished by R. I. Stuart & Sons was written by the Fidelity & Deposit Company of Maryland for whom R. E. Pinney is the local manager with offices in the Failing Building, Portland.

According to our records this job was completed on Sept. 11, 1935 but has not been accepted by the State Highway Commission as yet. In order to hold the bond responsible and liable for claims incurred against this project, the claimant must file an affidavit of said claim with the Secretary of State prior to the expiration of 6 months from the date of completion of the project, in accordance with Chapter 280, Oregon Laws, 1931, a mimeographed copy of which is enclosed.

Yours very truly,

HBG:MC Secretary

encl.

Klamath Falls Oregon
October 12. 1935

Mr J. R. [illegible]
Secy Oregon State Highway Commission
Salem Oregon

Dear Sir.

You may recall the writer as having met you while acting as Secretary for the Crushed Stone, Sand & Gravel Code. Since the Code became inoperative I have been employed by [illegible] & Baker on their Crater Lake job. One of the men in our employ, Pete Fergusi, entered into an agreement with R L Sloan & Sons for the rental of a crusher for use in their rock production contract on the Dalles-California Highway near Modoc Point - Up to September 1st the rental amounted to $1000.00, and there is still more due Mr Fergusi for the use of the crusher after that date. None of the amount due has ever been paid and Fergusi is desirous of filing a claim with whatever Company acted as Bondsmen for this particular contract.

Would you kindly advise me the name of the Bonding Co. acting in this particular instance and the name also of the

#1680

[illegible] Sept 1935 - Completed
Job not been accepted and final not made

FORM 3-C-1 28779 2M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

18[illegible]

September 23, 1935

[illegible] [illegible] [illegible] for the [illegible] Co. in order that I may pass the information to Mr. Fergosi

Yours very truly

C/o Dunn & Baker
Klamath Falls.

FORM 5-C-1 22770 2M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

September 23, 1935

R. I. Stuart & Sons,
Medford,
Oregon.

Gentlemen:

The time limit on your contract No. 1680-Klamath Rock Production Project in Klamath County expired August 31, 1935 and as the work was not completed it will be necessarythat you apply to the State Highway Commission for an extension of time.

Your letter should be accompanied by one from the bonding company agreeing to the extension.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
cc H. B. Glaisyer.

Form 338—5M—2-35

1820

GON STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 14, 1935, 193

Section Modoc Point and Keno

Kind of work Rock Production

Highway The Dalles-California & Green Springs

Section prefix 18-1202

Contractor R.I. Stuart and Sons

Contract number 1680

Date of contract November 8, 1934, 193

Date of completion April 30, 1935, 193

Date work started November 17, 1934, 193

Estimated date of completion Sept. 11, 1935, 193

Amount of contract . . . . $ 19800.00

Per cent of time elapsed 100 + %

Estimated cost of completed project, exclusive of engineering . . . . $ 19800.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 1140, 5.75 %

Date project was completed Sept. 11, 1935, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project "B"

All work on the project was completed on September 11.

Project "C"

About 1[illegible]0 cubic yards of [illegible] - [illegible] inch material was stocked on the Modoc Point unit to make up a deficiency at the Keno Unit.

The job after 10 months, is finally complete.

This report is final.

RECEIVED
SEP 10 1935
CONST[illegible]

Signed C A Kelley

Address 112 S 5 Street, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			40		
Miles partially completed					
Miles completed			40		
Total estimated quantities			10000		
Estimated quantities moved or placed to date			10000		
Average daily quantities			33		
Average daily quantities necessary to complete project on time			2		
Number shifts per day			6		
Hours per shift			10		
Average force on project for week			14		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
~~Men~~ Supervisor							1
~~Men and teams~~ Skilled							0
Intermediate ~~Men and trucks under 3 tons~~							4
Unskilled ~~Men and trucks over 3 tons~~							9
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers 1, Sheet-foot rollers 1-1½ . Gr. Truck, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cl. & Hot	0	
Monday	"	0	
Tuesday	"	0	
Wednesday	"	0	
Thursday			Completed Wednesday
Friday			
Saturday			

#1680

18 B

August 31, 1935

Mr. K. D. Lytle,
Division Engineer,
Bend, Oregon.

Dear Sir:

Please be advised that we have the consent of surety on the R. I. Stuart & Sons Contract No. 1880 - Klamath Rock Production Project, for an extension of time to August 31, 1935.

If you have the above contractors application at your office please forward it to this office with your recommendation.

Very truly yours,

Secretary.

Dict. by J/ McFarland.

ORM 2-C-1 23168 2M 7-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRIC[illegible]ENDLETON
CARL G. WAS[illegible]URNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

July 29, 1935

Mr. R. I. Stuart & Sons,
Medford,
Oregon.

Gentlemen:

The time limit on your contract No. 1680, Modoc Point and Keno sections of the Klamath Rock Production Contract expired on July 1, 1935 and it will be necessary that you apply for an extension of time. A letter signed by your surety agreeing to this extension should accompany your application.

Very truly yours,

K D Lytle
K. D. LYTLE
DIVISION ENGINEER

kdl/e
cc C. C. Kelley

#1680

1886

August 28, 1935.

O. K. Transfer Company
422 Main Street
Klamath Falls, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 26, advising that you have received a check from R. I. Stuart & Sons in the amount of $29.36, their account in full.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

August 28, 1935.

Fidelity & Deposit Company of Maryland
R. E. Pinney, Agent
Failing Building
Portland, Oregon

Gentlemen:

We are enclosing a copy of a letter from O. K. Transfer Company, advising that they have received a check from R. I. Stuart & Sons in the amount of $29.36, their account in full.

We are passing this information along to you, as you appear as surety on the bond furnished by the above contractor, State Highway contract No. 1680.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE
cc - R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

OXYGEN AND ACETYLENE

FREIGHT HANDLERS

O. K. TRANSFER CO.

F. C. MURPHEY, OWNER

PHONE
87

STORAGE—FORWARDING

WHOLESALERS' STOCKS STORED AND DISTRIBUTED

422 MAIN STREET

KLAMATH FALLS, OREGON

Aug., 26th., 1935.

Oregon State Highway Comm.,
Salem, Oregon.

Gentlemen:

Re.; R. I. Stuart & Sons.

We received thier check in the amount of $29.36 our account in full this morning,

Yours very truly,
O. K. Transfer Co.,
by F. C. Murphey

[illegible]

Acknowledge receipt
and notify [illegible] Co.

[illegible]

188B

#1680

AUGUST 26, 1935

R. I. Stuart & Sons,

Medford, Oregon.

Gentlemen:

Wish to thank you for your letter of August 23d advising us that you have paid the claim of O. K. Transfer Company, amounting to $29.36.

I am passing this information along to the bonding company.

Yours very tuly,

Secretary

HBG:LD

R. I. STUART & SONS
CONTRACTORS

MEDFORD, OREGON, Aug, 23-1935

H.B.Glaisyer
Salem Oregon

Dear Sir;.
Just Received yours of yesterday regarding
the claim of the O.K.Transfer Co.
Have forwarded check covering the amount.
29.36,
Dont know how this came to be overlooked

Think this job will be finished this week.
Have had all kinds of breakdowns in Macines
and Labor has not been very satisfactory.

Very truly yours R,I,Stuart & Sons

by

#1680

1680

AUGUST 26, 1935

O. K. Transfer Company,
422 Main Street,
Klamath Falls, Oregon.

Gentlemen:

We are just in receipt of a letter from R. I. Stuart & Sons, Medford, Oregon, advising they have paid your claim, in the amount of $29.56.

Will you please verify this statement.

Yours very truly,

Secretary

HBG:FD

AUGUST 26, 1935

Fidelity & Deposit Company of Maryland,
R. E. Pinney, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

Herewith attached is copy of letter from R. I. Stuart & Sons, Medford, Oregon, advising they have paid the claim of the O. K. Transfer Company, in the amount of $29.36.

Yours very truly,

Secretary

HBG:LD
Encl 1

R. I. STUART & SONS
CONTRACTORS

MEDFORD OREGON

AUGUST 23, 1935

H. B. Glaisyer,

Salem,Oregon.

Dear Sir:

Just received yours of yesterday regarding the claim of the O. K. Transfer Co. Have forwarded check covering the amount, $29.36.

Don't know how this came to be overlooked.

Think this job will be furnished this week. Have had all kinds of breakdowns in machines and labor has not been very satisfactory.

Very truly yours,

R. I. Stuart & Sons

By R. I. Stuart

18 DB

AUGUST 22, 1935

O. K. Transfer Company,
422 Main Street,
Klamath Falls, Oregon.

Gentlemen:

This acknowledges your letter of the 21st inst. enclosing statement of your claim against R. L. Stewart and Son, same being in the amount of $29.36.

We presume that your claim arises out of R. L. Stewart and Son's contract with the State Highway Commission for the construction of the Klamath Rock Production project, State Highway Commission contract No. 1680.

Such being the case, have to advise that in connection with this contract R. I. Stewart and Son were required to furnish the State with surety bond for the protection of claims and to insure the satisfactory completion of the project. We offer this bond for the protection of your claim. It was written by the Fidelity and Deposit Co. of Maryland, for whom R. E. Pinney is agent, with office in the Failing Building, Portland.

We are today notifying the contractor and bonding company of your claim; nevertheless, I would suggest you do likewise, and if you do not secure satisfaction by so doing, then file your claim with the secretary of State in accordance with provision 280, Oregon Laws, 1931, mimeograph copy of which is enclosed.

Yours very truly,

Secretary

HBG:ED
Encl. 1

#1680

OXYGEN AND ACETYLENE

FREIGHT HANDLERS

PHONE
87

O. K. TRANSFER CO.

F. C. MURPHEY, OWNER

STORAGE—FORWARDING

WHOLESALERS' STOCKS STORED AND DISTRIBUTED

422 MAIN STREET

KLAMATH FALLS, OREGON

Augt 21 1925

O

Oregon State Highway Commission,
Salem,Ore:

Gentlemen:

Enclosed find copy of account owing us by R.T.Stewart & Son,which is past due,which we are send you in hopes that you may protect us by seeing that we are paid before they get their final payment,as we have not been able to get any response from them.

Thanking you,we are,

Yours very truly,
O.K.Transfer Co.
F.C.Murphey

#1

KLAMATH FALLS, ORE. Aug 19 1935

R. I. Stuart & Son
Medford, Oregon

IN ACCOUNT WITH

O. K. TRANSFER CO.

"If Its Loose We'll Move It"

STORAGE WAREHOUSE IN CONNECTION

PHONE 87

422 MAIN ST.

May 31	Bill Rendered	1690
June 30	" "	1120
Aug 19	" "	176

2986

Not Paid to date.

Jot 1856
[illegible]

surety on the
connection with
mission for the
Keno Sections
Highway, in
contract, State
been filed in
ay, Klamath Falls,
in the sum of

AUGUST 22, 1935

Fidelity & Deposit Company of Maryland,
R. E. Pinney, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

This letter is to inform you as surety on the bond furnished by R. I. Stewart & Son, in connection with their contract with the State Highway Commission for the furnishing of rock for the Modoc Point and Keno Sections of the Dalles-California and Green Springs Highway, in Klamath County, Klamath Rock Production contract, State Highway contract No. 1680, that there has been filed in this office today by O. K. Transfer Company, Klamath Falls, its claim against R. I. Stewart and Son, in the sum of $29.36.

Yours very truly,

Secretary

HBG:ED
cc-R.I.Stewart & Son
Medford,Oregon.

188B

August 23, 1935.

Shell Oil Company,
Terminal Sales Building,
13th & Morrison,
Portland, Oregon.

Attention: Mr. Frank J. Hurner
Division Credit Manager

Gentlemen:

Replying to yours of August 16th inquiring whether or not R. I. Stuart & Son Oregon State Highway job bearing Contract No. 1680 has been completed; advise this contract has not been completed but should be finished within the next week or ten days.

Yours very truly,

Secretary

HBG:[illegible]

[illegible]

SHELL OIL COMPANY

SHELL PETROLEUM PRODUCTS

TERMINAL SALES BUILDING
13TH AND MORRISON

PORTLAND

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

August 16, 1935

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: R. I. Stuart & Son

Will you kindly advise us whether or not R. I. Stuart & Son Oregon State Highway job bearing Contract No. 1006 has been completed. If completed, will you please give us completion and acceptance dates.

Your usual cooperation will be appreciated.

Yours very truly,

SHELL OIL COMPANY

RER..MT

FRANK J. HURLER
Division Credit Manager

[illegible]

[illegible]

SHELL OIL COMPANY

TERMINAL SALES BUILDING
13TH AND MORRISON

PORTLAND

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

JULY 23, 1935

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: R. I. Stuart & Son

Will you please furnish us with a Progress Report covering R. I. Stuart & Son's Oregon State Job No. 4 on the Klamath Falls-Medford Highway.

If the work has been completed will you kindly give us completion and acceptance dates, or if not finished give us an estimate of the percentage of work done and approximate completion date.

We note that R. I. Stuart & Son have taken deliveries from us at Klamath Falls and also at Chiloquin, and would appreciate your advising us if there have been two State jobs awarded to R. I. Stuart & Son in the same approximate vicinity. In case there is a job in progress near Chiloquin other than the one above mentioned, will you kindly furnish us details in connection with the second project.

Triplicate copies of our Stencil Form #37 are attached for your convenience.

We thank you for your assistance.

Yours very truly,

SHELL OIL COMPANY

RER:S

FRANK J. HURNER
Division Credit Manager

FORM 9-C-1 19019 1-M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER,
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

17E13

Bend, Oregon
July 15, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith.

Dear Sir:

Attached is an "Authority For Additional Expenditure" to cover the purchase of screen rejections on the Beaver Marsh section of the Klamath Rock Production project over and above the original $800.00 which was set up in the original authorization for this project.

Resident Engineer Kelley states the material is of exceptionally good quality, 30% being stone chips above 40 mesh sieve.

On most sections there has always been a shortage of screenings for sanding slippery pavements etc., and this is especially true on this section.

The contractor has produced exceptionally large amount of rejections on this project and is very anxious to sell them and on our part we could make very good use of them.

Very truly yours,

K. D. Lytle
DIVISION ENGINEER

By:
W. O. Nichols

WON/e
cc C. C. Kelley
encl.

FORM S-C-1 19010 1-M 1-35
COMMISSIONERS
~~LESLIE~~ M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

1808

March 21, 1935

Mr. R. H. Baldock, ✓
State Highway Engineer,
Salem, Oregon.

NOTED
State Highway Engineer

Dear Sir: Attention: Mr. H. G. Smith.

There is attached hereto a copy of a subcontract entered into between R. I. Stuart and Sons of Medford and John Coble covering the hauling and stockpiling of maintenance materials on Project "C" of the Klamath Rock Production Project covered by our contract No. 1680. A certificate of compliance to codes of fair competition is also attached.

There is involved in this contract the hauling of 5000 cubic yards a distance of 18955.5 yard miles of haul which figures to give the subcontractor about 10½ ¢ per yard mile. This is a fair price and I have written giving the contractor permission to enter into this contract. A copy of my letter is included herewith.

Very truly yours,

K. D. Lytle,
Division Engineer

kdl/e
encl.

T, CHAIRMAN, PORTLAND
RL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

March 4, 1936

R. I. Stuart & Sons,
Medford,
Oregon.

Gentlemen:

Mr. C. C. Kelley has submitted for my consideration, copies of the subcontract entered into between you and John Coble covering the hauling and stockpiling of maintenance materials on Project "C" of the Fort Klamath Rock Production Project.

Permission is hereby given to enter into this subcontract.

Very truly yours,

K. D. Lytle,
Division Engineer

kdl/e
cc H. G. Smith
cc C. C. Kelley

1798

December 7, 1934

R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract #1680 awarded to you on November 1, 1934, for the Klamath Rock Production Project on the Modoc Point and Keno Section of the Dalles-California and Green Springs Highways in Klamath County.

This copy is for your records and files.

Very truly yours,

OG

Secretary.

18 D B

November 15, 1934

R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

Gentlemen:

For use in connection with the Modoc Point and Keno Sections of the Klamath Falls Rock Production Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Post Office Building, Klamath Falls, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. K. D. Lytle
Mr. C. G. Kelley

November 14, 1934

18DB

R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

Gentlemen:

This letter is to confirm my wire to you of this date advising that the State Highway Commission, on November 8, awarded you the contract for furnishing crushed rock for the Modoc Point and Keno projects being Projects "B" and "C" of the Klamath Rock Production Project for which bids were received by the Commission on November 1, 1934. This award is based on the bid submitted by you on that date.

You may consider this letter as your authority to commence construction operations immediately. Contract forms will be sent to you shortly for execution.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - S. H. Probert

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	✓	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

18DB

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON
NOVEMBER 14, 1934

R. I. STUART & SONS
MEDFORD OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU ON NOVEMBER EIGHTH CONTRACT FOR FURNISHING CRUSHED ROCK FOR PROJECTS B AND C OF KLAMATH ROCK PRODUCTION PROJECT ON BASIS YOUR BID SUBMITTED NOVEMBER FIRST STOP AUTHORITY HEREBY GRANTED YOU TO START CONSTRUCTION IMMEDIATELY STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

DAY LETTER

file

CONTRACT#1682,

140-C Bolon Island Sec., Grading 1934

1682 Folder # 2

#1682

RECEIVED
SEP 27 1937
FOR FILING

September 25, 1937

Mr. Paul Bernhardt
Reedsport
Oregon

Dear Sir:

With further reference to your letter of September 21 and supplementing my reply of the 22nd, please find enclosed a copy of a letter received from Associated Insurance Companies. This is in response to my letter of September 22 to the Associated Indemnity Corporation, writers of the bond furnished by Haskin&& Brooks Construction Company, requesting them to settle your account, and is self-explanatory.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

[illegible]

RECEIVED
1937
STATE HIGHWAY COMMISSION

ASSOCIATED INSURANCE COMPANIES
ASSOCIATED INDEMNITY CORPORATION
ASSOCIATED FIRE & MARINE INSURANCE COMPANY
HEAD OFFICE
SAN FRANCISCO

OREGON DEPARTMENT
PHILIP S. CARRELL, MANAGER
408 WILCOX BUILDING

PORTLAND, OREGON

September 24, 1937

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Dear Mr. Glaisyer:

Acknowledging your letter of September 22nd with reference to the claim of Paul Bernhardt of Reedsport against Haskin and Brooks Construction Company, we have previously advised Bernhardt that it is the opinion of our counsel that the material furnished by him in accordance with the bill submitted would not be considered as lienable under our statute, consisting as it did of pipe and pipe fittings, not consumed on the job, but on the contrary being in the nature of contractors' equipment.

Yours very truly,

ASSOCIATED INSURANCE COMPANIES

I. W. Howe

Ass't Manager, Dep't of Oregon

IWH:PP

NOTED
H B GLAISYER

SEP 2 1937
FOR FILING

#1682

September 22, 1937

Mr. Paul Bernhardt

Reedsport, Oregon

Dear Sir:

This acknowledges your letter of the 21st instant advising of your claim in the amount of $21.51 against Haskins & Brooks Construction Company who had a contract with the State Highway Commission in the fall of 1935 for grading the Bolon Island Section of the Oregon Coast Highway in Douglas County, state highway contract No. 1682.

The work on which the Haskins & Brooks Construction Company was engaged has been completed for a number of months and the State Highway Commission has made final settlement for the same. The company failed on this job and it was completed by the Associated Indemnity Corporation, Phillip S. Carroll, Agent, 408 Wilcox Building, Portland, which appears as surety on the bond furnished by the contractor, and which was responsible for the payment of claims.

If your claim is a legitimate one against this job and we have no reason whatsoever to doubt it, it should be paid by the surety. I note that you have already filed your claim with the Associated Indemnity Corporation. If they do not settle the account then it will be necessary for you to sue in order to secure satisfaction, according to Chapter 280, Laws of Oregon for 1931, a copy of which is inclosed. In order to hold the bond responsible and liable for claims, notice of the claim should be filed with the Secretary of State prior to the expiration of a period of six months from date of completion of the contract and acceptance of such by the State Highway Commission. If you have done that, then your chances of securing payment of your claim are good, but, if you have not filed notice of your claim with the Secretary of State, I do not believe that you can hold the bond responsible.

The State Highway Commission is owing this company nothing at the present time, having made final payment for the work several months ago as stated above so the Commission is not in a position to assist you very much. However, we are today bringing the matter to the attention of the Associated Indemnity Corporation and are requesting them to settle this account.

Very truly yours,

HBG:AM

Secretary

September 22, 1937

Associated Indemnity Corporation
Phillip S. Carroll, Agent
408 Wilcox Building
Portland, Oregon

Gentlemen:

The State Highway Commission today received a letter from Mr. Paul Bernhardt, Reedsport, advising that he has a claim against Haskins & Brooks Construction Company for supplies furnished that company in connection with its contract with the State Highway Commission for the construction of the Bolon Island Section of the Oregon Coast Highway at Reedsport. The claim is in the amount of $21.51. Mr. Bernhardt states that he has written to you about it several times in an endeavor to secure payment of the same but has to date received no satisfaction.

We have no knowledge as to the legitimacy of the claim, neither do we doubt that it is a just one and we will appreciate it, therefore, if you will investigate and take the necessary steps to settle inasmuch as you wrote the bond that was furnished by the contractor in connection with this job.

Very truly yours,

HBG:AM

Secretary

Phone 131

Paul Bernhardt

BERNHARDT

PLUMBING • HEATING • FURNITURE

Linoleum - Rugs - Mattresses - Window Shades
Electric Ranges - Heaters and Wood Stoves
Refrigerators - Easy Washers and Ironers

REEDSPORT, OREGON

RECEIVED
SEP 22 1937
STATE HIGHWAY COMMISSION

September 21, 1937.

State Highway Comm'n,
Salem, Oregon,

Gentlemen:-

Late in the fall of 1935 the firm of Haskins & Brooks Construction Company, engaged under contract in construction of the eastern approach to the Highway bridge across the Umpqua River, forfeited their contract.

I submitted a claim for the sum of $21.51 for supplies furnished said firm on this job for the period July 1st to Oct. 31st, 1937, to the Associated Indemnity Corporation of Portland, Oregon, in proper form.

I have not yet received settlement for this claim, and have this day written the Indemnity Corp'n asking information as to why the claim was held up. I am enclosing a copy of this letter, and am asking if the Highway Commission can give me any reason for the non-payment of the claim.

It is my understanding that the company which bonded this firm is liable for this debt.

Very truly yours,

Paul Bernhardt
(Paul Bernhardt)

ANSWERED
H. B. G.

C O P Y

REEDSPORT, OREGON,
September 21, 1937.

Associated Indemnity Corp'n,
Portland, Oregon,

Gentlemen:-

I have a claim against the Haskins & Brooks Construction Co., for supplies furnished during the months July 1st to Oct. 31st, 1935-- which was entered properly, and all requirements complied (Claim 14-FS-4049), and which claim has not yet been satisfied.

I received a letter dated January 11th, 1936, from your office regarding this claim, which I answered February 14th, 1936. Since that time I have had no further information.

I have to ienquire why this claim has not been settled. If there is any valid reason for holding it up, I should be very glad to be informed as to its nature.

Very truly yours,

(Sgd) Paul Bernhardt.

RECEIVED
JUN 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No. 140-C

June 7, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 140-C, Bolon Island Section, Oregon Coast Highway, Douglas County, was made by a representative of this office on May 11, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

JLm

RECEIVED
MAY 22 1937
FOR FILING
140-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124

Oregon Project No. 140-C
Bolon Island Section -
Oregon Coast Highway

May 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Ion

Agr. 24654

Section C, Oregon
Project No. 140

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on February 25, 1936, by the Oregon State Highway Commission, and on April 8, 1936, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section C of Oregon Project No. 140; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section C to provide for roadside improvements between survey stations 565+43.25 and 571+47; and by reason thereof has requested that the estimate of cost be increased from $86,642.60 to $88,152.00, and that the Federal funds approved and set aside to the credit of said Section C be increased from $52,851.98 to $53,770.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section C be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of fifty-three thousand, seven hundred seventy and no/100 dollars ($53,770.00) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of fifty-three thousand, seven hundred seventy and no/100 dollars ($53,770.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-eight thousand, one hundred fifty-two and no/100 dollars ($88,152.00), the approved total estimated cost of Section C of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 26th day of March, 1937, and the Secretary of Agriculture on the 24th day of April, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F. L. Tou Velle
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Section C, Oregon Project No. 140.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 140-C, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 88,152.00 in lieu of the $52,851.98 approved by Certificate of April 8, 1936, as the total estimated cost of said project, and the sum of $ 53,770.00 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 24th day of April one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4230

Form 338—5M—7-36

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 4/17, 1937

Section BOLON ISLAND

Kind of work ROADSIDE IMPROVEMENT

Highway ORE. COAST

Section prefix 10-1110

Contractor O.S.H.D.

Contract number FA 140-C ** State Force

Date of contract February, 1937

Date of completion ......, 193...

Date work started March 29th, 1937

Estimated date of completion MAY 1st, 1937

Amount of contract $ 1,510.00

Per cent of time elapsed 60 %

Estimated cost of completed project, exclusive of engineering $ 1,373.00

Per cent of contract completed, based on total contract price 58 %

Engineering cost to date, $......, ...%

Date project was completed ......, 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Thirteen hours were lost in the first three days of the week, due to heavy rain storms.

Some complaints have been made by property owners along the Scottsburg road to Mrs. Hensdale, who is chairman of the Reedsport Beautification Club. On the way the State Landscape Dept. is stripping this Scottsburg road of its natural beauty, by removing fern and moss from its rocky bluffs.

I interviewed Mrs. Hensdale and informed her it was not the intention of the Dept. to distroy the beauty of any road. It was our duity to improve them. And that we were merely taking enough fern to get a start on the BOLON ISLAND SEC.. I also asked her if she would go look at the places we had taken the fern. She did, and when she came back she assured me there would be no more complaints. As she could see that the person or persons complaining had made false statements.

Had one man get hit in the head with a top soil bucket, took him to the doctor -3 clips in scalp - no time lost.

****

Was in Roseburg Wednesday, checked over pipe and fittings. Had to have control valves exchanged, they sent angle valves and my line was figured for straight line valves.

Will install sprinkling system when this exchange is made.

NOTED
GEO. H. OTTEN

Signed E.W.Ericksen - Landscape Insp.

Address Reedsport, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT

	~~GRADING~~ Top Soil in place	~~SURFACING~~ PLANTING	MAINTENANCE Fertilizer	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	270 c.y.	14,330sq.y.	2,000 lb.		
Estimated quantities moved or placed to date	110 c.y.	5,370 " "	700 "		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day 1					
Hours per shift 8					
Average force on project for week 15					

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	Douglas COUNTY	MULT. COUNTY	OTHER SOURCES		
Men			13	1		1	15
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
1½T. Truck			1				1

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"	2	Heavy rain storms
Tuesday	"	3	" " "
Wednesday	"	8	" " "
Thursday	Showers		
Friday	FAIR		
Saturday	"		

Form 238—5M—11-35

[illegible]EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 4 / 10, 1937

Section BOLON ISLAND

Kind of work ROADSIDE IMPROVEMENT

Highway OREGON COAST

Section prefix 10-1110

Contractor O.S.H.D.

Contract number F.A.140-C STATE FORCE

Date of contract February, 1937

Date of completion ...., 193..

Date work started March 29th 1937

Estimated date of completion May 1st, 1937

Amount of contract $ 1,115* $1,510.00

Per cent of time elapsed 30 %

Estimated cost of completed project, exclusive of engineering $1,373.00

Per cent of contract completed, based on total contract price 30 %

Engineering cost to date, $........, ...%

Date project was completed ...., 193..

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This week :-

Have had ton men working in cut on Bolon Island and one truck. Have placed approximately 40 cu. yds. of top soil and planted 1,790 sq. yds. of surface with licorice fern and kinnikinic.

Top soil is being passed up the slopes by hand, from man to man. Heavy rains have made this work rather slow. Some of the top soil has washed away from us, which makes the slopes slippery to work on.

Four more men are to report for work Monday morning. Also a new truck is to come from Roseburg, The NRS office at Roseburg has refused to secure clearance for the driver on the North Bend truck that I have working now. So he and the truck are laid off.

****

I was in Roseburg Thursday and inspected the work there, also pruned and trimmed all shrubbery.

All trees and shrubbery doing fine, excipt the two large walnut trees in front of the office building.

Stopped hauling of top soil Thursday. 205 cu. yds. in all.

This completes the lawn except for the leveling and planting of grass, which will be done as soon as the ground gets a little drier.

Will lay sprinkling system next week.

NOTED
GEO. H. OTTEN

Signed E.W.Ericksen - Landscape Insp.

Address Box 206 Reedsport, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	~~"GRADING"~~ TOP SOIL IN PLACE	~~SURFACING~~ PLANTING	~~TENANCE "MATERIALS"~~ FERTLIZER	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	270 c.y.	14,330sq.y.	2,000 lb.		
Estimated quantities moved or placed to date	40 c.y.	1,790 " "	280 "		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day 1					
Hours per shift 8					
Average force on project for week 11					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COOS COUNTY	DOUGLAS COUNTY	MULT. COUNTY	OTHER SOURCES		
Men		1	8	1		1	11
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
TRUCK - 1½ T.		1					1

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	RAIN		
Monday	"		
Tuesday	"		
Wednesday	FAIR		
Thursday	RAIN		
Friday	"		
Saturday	"		

Form 338—5M—11-36

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 3rd, 1937

Section	BOLON ISLAND	*Kind of work*	ROADSIDE IMPROVEMENT
Highway	OREGON COAST	*Section prefix*	10-1110
Contractor	O. S. H. D.	*Contract number*	F.A.140-C STATE FORCE
Date of contract	February, 1937	*Date of completion*	, 193
Date work started	MARCH 29th, 1937	*Estimated date of completion*	MAY 1st, 1937
Amount of contract	$1,510.00	*Per cent of time elapsed*	%

Estimated cost of completed project, exclusive of engineering $ 1,373.00

Per cent of contract completed, based on total contract price %

Engineering cost to date, $, % *Date project was completed* , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job has been slow in starting, able bodied men who want to work are hard to get in this locality. And local trucks are not suitable.

Have located a 1½ ton truck at North Bend, which will report for work here Monday morning April 5th. Also 8 men from Reedsport and Gardiner, to report for work on same date.

One Ton Red Steer No.1 Tankage Fertilizer arrived Thursday Via Auto Frt. from Swift & Co. Portland.

This Week :- Rolled loose rock off cut slopes on Bolon Island. Built tool box and box to mix Top Soil and Fertilizer in. Also gathered 300 Kinnikinic plants and 200 ferns.

NOTED
GEO. H. OTTEN

Signed E.W.ERICKSEN - Inspector

Address Box 206 Reedsport, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	~~GRADING~~ TOP SOIL IN PLACE	~~SURFACING~~ PLANTING	~~TENANCE~~ MATERIALS FERTILIZER	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	270 c.y.	14,330s.y.	1 Ton		
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day 1					
Hours per shift 8					
Average force on project for week 2					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	MULT. COUNTY	OTHER SOURCES		
Men				1		1	2
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	Showers		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
MAY 12 1937
FOR FILING
140-C

February 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement for landscaping of the Bolon Island Section, F. A. Project No. 140-C. One advance copy of specifications is being enclosed which is complete with the exception of the labor provisions.

Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department **Federal Aid Project No. 140-C**

BOLON ISLAND SECTION OF THE
OREGON COAST HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for modified agreement. Based on low bid prices for surfacing and oiling and estimated costs of roadside improvement by State Forces)

Salem, Oregon, February 25, 1937

STATEMENT OF COMPLETED FEDERAL AID WORK

Total Cost	$ 42,949.00
NRH (1935) Funds Paid	$ 42,230.00
Length	0.389 mile

Roadwork (Sta. 565+43.25 to 586+00)

126,500	cu. yds.	Excavation, Single Classification	$ 0.55	$ 69,575.00
4,000	yd. mi.	Truck Haul	0.15	600.00
.39	mile	Finishing Roadbed and Slopes	400.00	156.00
2,900	cu. yds.	Crushed Gravel Surfacing	2.00	5,800.00
250	cu. yds.	Filler	0.40	100.00
500	yd. mi.	Hauling Filler	0.20	100.00
30	M-Gal.	Sprinkling	1.50	45.00
400	cu. yds.	Mineral Aggregate in Place	3.65	1,460.00
27	tons	No. 3 Road Oil in Place	30.00	810.00
4	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	120.00
			Subtotal	$ 78,766
			10% Engr. & Cont.	7,876
			Total	$ 86,642

Length	0.389 mile
Cost per mile	$ 222,730

Roadside Improvement (Sta. 565+43.25 to 571+47)

270	cu. yds.	Top Soil in Place	$ 1.85	$ 499.50
14,330	sq. yds.	Planting	0.056	802.48
1	ton	Fertilizer	72.00	72.00
			Subtotal	$ 1,373
			10% Engr. & Cont.	137
			Total	$ 1,510

Length	0.114 mile
Cost per mile	$ 13,245

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid	State Funds
Roadwork	$ 86,642	$ 52,852	$ 33,790
Landscaping	1,510	918	592
	$ 88,152	$ 53,770	$ 34,372

ROADSIDE IMPROVEMENT
OF THE BOULDIN ISLAND SECTION
FEDERAL AID PROJECT NO. 14[illegible]-C

(Analysis of Costs of Work to be Performed by State Forces)

TOP SOIL IN PLACE

Labor

Truck Driver	66 man hours at $ 0.50	$ 33.00	
Teamster	66 " " " 0.50	33.00	
Laborers	396 " " " 0.50	198.00	
			$ 264.00

Equipment

Team and Fresno	66 hours at $ 1.00	$ 66.00	
Truck	66 " " 1.30	85.80	
			151.80

Supplies

Gas and Oil	25.00

Miscellaneous

Small Tools, etc.	60.00
	$ 500.81

$$\frac{\$\ 500.81}{270} = \$\ 1.85 \text{ per cu. yd.}$$

PLANTING

Labor

Truck Driver	72 man hours at $ 0.50	$ 36.00	
Laborers	1,152 " " " 0.50	576.00	
			$ 612.00

Equipment

Truck	72 hours at $ 1.30	$ 93.60

Supplies

Gas and Oil	30.00

Miscellaneous

Small Tools, etc.	75.00
	$ 810.60

$\frac{\$ 810.60}{14.330} = \$ 0.56$ per sq. yd.

FERTILIZER

Labor

Laborers	30 man hours at $ 0.50	$ 15.00

Material

Tankage F.O.B. Portland	1 Ton	42.00	
Freight and Cartage		15.00	$ 72.00

$\frac{\$ 72.00}{1} = \$ 72.00$ per Ton

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 9, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to advise of our recommendation today for approval of Oregon Federal Aid Project No. 140-C, the Bolon Island Section of the Oregon Coast Highway. You are hereby authorized to proceed with construction, subject to the condition that any changes in plans or specifications required by the Chief Engineer of the Bureau will be made.

Your attention is called to the restrictions placed upon the payment of Federal funds for the use of state-owned equipment.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Hwy. Engineer

Copy sent to
Mr ~~Otten~~. Mar. 10.

#1682

RECEIVED
JAN 26 1937
FOR FILING
140-C

January 25, 1937

Associated Insurance Companies,
408 Wilcox Building,
Portland, Oregon.

Attention: Mr. I. W. Howe.

Gentlemen:

In response to your inquiry of January 23rd I wish to advise that the Haskin & Brooks Construction Co., Contract No. 1682, Bolon Island Section in Douglas County, was accepted by the Highway Commission on September 15, 1936.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

ASSOCIATED INSURANCE COMPANIES
ASSOCIATED INDEMNITY CORPORATION
ASSOCIATED FIRE & MARINE INSURANCE COMPANY
HEAD OFFICE
SAN FRANCISCO

OREGON DEPARTMENT
PHILIP S. CARRELL, MANAGER
408 WILCOX BUILDING

PORTLAND, OREGON

January 23, 1937

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. R.H. Baldock,
State Highway Engineer

Gentlemen:

Re: Hackin & Brooks Construction Co.
Bolon Island Contract # 1682

Will you kindly advise us the date of final acceptance of the job in caption, so that we may be informed on what date the period for filing of claims will expire.

Yours very truly,

ASSOCIATED INSURANCE COMPANIES

I. J. Howe

I. J. Howe
Ass't Mgr., Dept. of Oregon

I.H o

RECEIVED
JAN 14 1937
FOR FILING

140-C

January 12, 1937

Mr. Carl Smith

Office.

Dear Sir:

Attached is final voucher on contract No. 1682 which has been executed by the contractor and also bears an assignment in favor of the Associated Indemnity Corp. The form of affidavit was discussed with me by Mr. Carrell who said that the contractor could not take oath that all the claims had been paid, for they had not, but the contractor, he said, would be willing to make an affidavit that all the funds or money received from the State under the contract had been applied in the payment of claims for labor, materials, provisions and supplies furnished in connection with the job and that the money represented by this voucher would be likewise applied as soon as received.

I told Mr. Carrell I would recommend that that form of verification be accepted, and I now pass the voucher on with my approval of the form of affidavit which is attached to the same.

Yours very truly,
J.M.D

J.M.DEVERS

JMD:PW
Inc.

cc Mr. Philip S. Carrell

COPY

REFERRED
BY SECRE

RECEIVED
JAN 11 1937
FOR FILING

140-e

January 9, 1937

Associated Indemnity Corporation
408 Wilcox Building
Portland, Oregon

Gentlemen:

Please refer to your carbon of my letter of January 6 addressed to Haskin and Brooks Construction Company, requesting the return of our estimate voucher in their favor for $1,203.86 covering estimate 16-final on contract 1682.

Today the letter was returned, bearing the following notation: "I mailed the voucher to Associated Indemnity Co. many weeks ago. (Signed) Geo. A. Haskin".

In view of the above statement will you kindly check up on the matter and either see that the voucher is promptly executed and returned, or advise us in case there is some reason for holding up the signing of the voucher.

Yours very truly,

Secretary

CFS:IS
cc Carl F. Smith

RECEIVED
JAN 7 1937
FOR FILING
140-C

January 6, 1937

Haskin & Brooks Construction Co.
La Center, Washington

Gentlemen:

On August 25 we mailed to you for signature before a notary public our estimate voucher in your favor for $1,203.86, covering estimate 16 final on contract 1682. This has not been returned signed, although it has been traced.

We are accordingly once more tracing the voucher, requesting that it be signed and returned promptly; and it is our intention, if we do not receive a reply within the next ten days, to write up a new voucher and submit it to the Associated Indemnity Corporation at Portland for signature, pursuant to the assignment in their favor, which you gave and which is on file in this office.

Very truly yours,

Secretary.

CFS:IS
cc Carl F. Smith
cc S. H. Probert
cc Associated Indemnity Corp.
408 Wilcox Bldg., Portland, Oregon

140-C

November 24, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of November 13, 1936, we are enclosing herewith four copies of an excerpt from the minutes of the Highway Commission meeting on October 28, 1935, granting an extension of time to the Haskins and Brooks Construction Company on Contract No. 1682.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

EXCERPT FROM MINUTES OF MEETING ON OCTOBER 28, 1935

OF THE OREGON STATE HIGHWAY COMMISSION

Haskin and Brooks Construction Company, Contract No. 1682, for grading Bolon Island Section of the Oregon Coast Highway in Douglas County, requested an additional extension of time from September 30 to November 30, 1935, in which to complete this job, giving as their reason that they were handicapped by reason of adverse working conditions. The Engineer advised that the Haskin and Brooks Construction Company job is on an entirely new section of highway, which is not yet open to traffic, hence the failure of the contractor to complete the work within the specified time limit has not interfered with or inconvenienced the traveling public in any way. He further advised that the delay has cost the state an increased amount for engineering expense. Nevertheless, he gave as his thought that the extension should be granted without penalty. The Commission approved the Engineer's recommendation.

EXCERPT FROM MINUTES OF MEETING ON AUGUST 2, 1935

OF THE OREGON STATE HIGHWAY COMMISSION

Haskin & Brooks, Contract No. 1682, for grading Bolon Island Section of the Oregon Coast Highway in Douglas County, requested an extension of time of 60 days to Sept. 30, 1935, in which to complete this job, giving as their reason for such request, bad weather conditions, necessity for change in equipment set-up, increased quantities of solid rock to be moved and difficulties in securing competent labor. The Engineer advised that the failure of the contractor to complete this job within the time specified was due largely to bad weather, inexperienced operators, and breakdown of equipment. He further advised that the delay has not inconvenienced the travelling public, neither has the State incurred a large amount of extra expense for engineering. He pointed out that the Umpqua River bridge will not be finished before late in November of this year, so delay of the grading contractor will not interfere with nor delay the completion of the entire project, including the bridge; wherefore, he recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

EXCERPT FROM MINUTES OF MEETING ON APRIL 17, 1935

OF THE OREGON STATE HIGHWAY COMMISSION

Associated Insurance Companies, surety on the bond furnished by Haskin and Brooks Construction Company in connection with their contract No. 1682 for grading the Bolon Island Section of the Oregon Coast Highway, in Douglas County, requested, on behalf of the contractor, an additional extension of time, from November 30, 1935 to June 1, 1936, in which to complete this project. The Engineer advised that Haskin & Brooks encountered difficulties in connection with this job and it was taken over by their bonding company which entered into a subcontract with E. C. Hall, to whom the Commission awarded the contract for the construction of the adjacent section, to complete the work. Also, that Mr. Hall is doing the job as quickly as he can in conjunction with his own work, but has found it more advantageous to his interests to perform his own work first, hence the job has not been completed within the contemplated time. He recommended, in view of the circumstances, that the extension requested be granted without penalty and advised that the Bureau of Public Roads has consented, in writing, to such extension on that basis. The Commission approved the Engineer's recommendation by unanimous vote.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST OFFICE BUILDING
PORTLAND, OREGON

November 13, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

To complete our files will you please send us four copies of excerpts from the Highway Commission's minutes granting extensions of time until June 1, 1936, to Haskins & Brooks for their contract on Oregon USPW project NRH 140-C (1935), the Bolon Island section of the Oregon Coast Highway. The excerpt accompanying the final voucher covered only the final extension, viz., June 1 to 15, 1936.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

140-C

October 24, 1936

Associated Insurance Company
408 Wilcox Building
Portland, Oregon

Attention: I.W.Howe, Ass't Manager

Gentlemen:

I have just received your letter of October 22 in regard to the Haskin & Brooks Construction Company's voucher covering final payment for the Bolam Island Contract No. 1682.

I regret that the voucher was not mailed in conformance with your instructions and that there will be a delay in making final payment; however, I have asked the Auditor to write Haskin and Brooks today requesting return of the voucher. If it is not returned within a reasonable length of time, the Auditor will prepare a duplicate and mail it to you direct to secure execution by Mr. Brooks.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

cc - Carl Smith

ASSOCIATED INSURANCE COMPANIES
ASSOCIATED INDEMNITY CORPORATION
ASSOCIATED FIRE & MARINE INSURANCE COMPANY
HEAD OFFICE
SAN FRANCISCO
OREGON DEPARTMENT
PHILIP S. CARRELL, MANAGER
408 WILCOX BUILDING

PORTLAND, OREGON

October 22, 1936

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H.B. Glaisyer
Secretary

Re: Haskin & Brooks Construction Co.
Bolon Island Contract No. 1682

Gentlemen:

We have your letter of October 21st, advising the final voucher in connection with this job was sent to Haskin & Brooks on August 25th, for their acceptance, and that Haskin & Brooks have not returned the voucher to date.

I presume this reached the hands of George Haskin at LaCenter. Mr. Haskin is wholly uncooperative insofar as we are concerned in this matter, and, no doubt, will refuse to consider any request that we might make.

In your letter of July 3rd, you agreed to mail future vouchers on this contract direct to our office to avoid the difficulty we have been confronted with. If you will prepare copies of this voucher and forward them to us, we will see that they are properly signed by Mr. Brooks, who is friendly to our position.

Yours very truly,

ASSOCIATED INSURANCE COMPANIES

IWHowe

I.W. Howe
Ass't Mgr., Dept. of Oregon

IWH o

ANSWERED
H. B. G.

140-e

October 21, 1936

Associated Indemnity Company
408 Wilcox Building
Portland, Oregon

Attention: C. S. McDonald

Gentlemen:

We have your letter of October 17, 1936, inquiring when you may expect to receive the balance of the retaining percentage in connection with the Haskin & Brooks Construction Company's contract for grading of the Bolon Island Section of the Oregon Coast Highway, Contract No. 1682.

Our records disclose that the final voucher in connection with the job was sent to Haskin & Brooks on August 25, 1936, for their acceptance. The amount of this final payment was $1,203.86. Haskin & Brooks have not returned this voucher to date. It was necessary to send it to them for execution notwithstanding the payment was assigned to you as surety.

I would suggest that you get in touch with Haskin & Brooks and urge them to sign the voucher so that payment of the same may be expedited. We are just as anxious as you are to final this project.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

October 19, 1936

H. B. G.

With reference to the attached letter re Haskin & Brooks. You perhaps will recall that the payments were assigned to the Surety Co. The voucher covering final payment which is in amount $1,203.86 was mailed to Haskin & Brooks for their signature on August 25, 1936 and to date we have not received a reply. Regardless of the fact that the payment is assigned the contractors will first have the sign the final. It seems to me that they should take the matter up with the contractors if they desire to expedite the payment.

J. McFarland.

RE : Haskin & Brooks Construction Co.
Bolon Island Contract No. 1682

Gentlemen:

With further reference to your letter of August 26th, kindly advise what we may expect from the balance of the retained percentage from the State of Oregon.

Thanking you, we are

Yours very truly,

ASSOCIATED INDEMNITY CORPORATION

C S McDonald

CM

Department of Oregon

ANSWERED
H. B. G.

#1682

Haugen

ASSOCIATED INSURANCE COMPANIES

ASSOCIATED INDEMNITY CORPORATION
ASSOCIATED FIRE & MARINE INSURANCE COMPANY

HEAD OFFICE
SAN FRANCISCO

OREGON DEPARTMENT
PHILIP S. CARRELL, MANAGER
408 WILCOX BUILDING

PORTLAND, OREGON

October 17th, 1936

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. R. H. Baldock
State Highway Engineer

RE : Haskin & Brooks Construction Co.
Bolon Island Contract No. 1682

Gentlemen:

With further reference to your letter of August 26th, kindly advise what we may expect from the balance of the retained percentage from the State of Oregon.

Thanking you, we are

Yours very truly,

ASSOCIATED INDEMNITY CORPORATION

McDonald

Department of Oregon

CM

ANSWERED
H. B. G.

140-C

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1936

Mr. R.H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 140-C, Bolon Island Section, Oregon Coast Highway, Douglas County, ______________________, was made by a representative of this office on September 24, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

140-C

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______ No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

September 4, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon NRH 140-C (1935), Bolon Island Section, Oregon Coast Highway, Douglas County, was made by a representative of this office on August 18, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Fom

#1682

140-C

July 11, 1936

Mr. Phillip S. Carrell,
Associated Indemnity Corporation,
Wilcox Building,
Portland, Oregon.

Dear Sir:

Reference is made to the Haskin & Brooks Contsruction Co. Contract No. 1682 - Bolon Island Section in Douglas County.

You are advised that the time limit on the above contract expired on June 1, 1936 and according to our records the work was not completed until June 15, 1936.

Will you kindly furnish us with a formal application for an extension of time to June 15th and have the application accompanied with the written consent of the surety.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—5-36

140-e

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 4th., 1936, 193

Section Bolon Island

Kind of work Grading

Highway Oregon Coast

Section prefix 10 - 1003

Contractor Haskin & Brooks Const. Co.

Contract number 1682

Date of contract Dec. 6th., 1934, 193

Date of completion July 31st., 1935, 193

Date work started Dec. 20th., 1934, 193

Estimated date of completion June 15th., 1936, 193

Amount of contract . . . . $ 40,364.00

Per cent of time elapsed 243% %

Estimated cost of completed project, exclusive of engineering . . . . $ 41,123.56

Per cent of contract completed, based on total contract price . . . . 100% %

Engineering cost to date, $ 2,503.88, 6.2% %

Date project was completed June 15th., 1936, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed final estimate and mailed same to Mr. Collier at Roseburg.

Signed

Address Reedsport, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.39				
Miles partially completed	xxxxx				
Miles completed	0.39				
Total estimated quantities	110,000				
Estimated quantities moved or placed to date	110,000				
Average daily quantities	xxxxx				
Average daily quantities necessary to complete project on time	xxxxx				
Number shifts per day	xxxxxx				
Hours per shift	xxxxx				
Average force on project for week	xxxxxx				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Warm		
Tuesday	Warm		
Wednesday	Warm		
Thursday	Cloudy		
Friday	Light Showers		
Saturday	Showers		

H B GLA

FORM S-A-1 3M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

140-E

July 3, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Associated Insurance Companies
Philip S. Carrell, Manager
408 Wilcox Building
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of July 2 replying to my letter of June 30, in connection with the mailing of estimates on Haskins & Brooks Construction Company contract 1682.

In view of the slow return of previous estimate vouchers we will, of course, be glad to mail future vouchers on this contract direct to your office for signature. Regardless of the fact, however, that this office has a blanket assignment in your favor given by the construction company, we must, in order to comply with the Secretary of State's requirements, have attached a separate signed assignment blank for each estimate voucher as they do not file these blanket assignments in their office, the same being a part of our own contract record.

It will, therefore, be necessary for you to secure the contractor's signature to the assignment form on each separate voucher and it will, of course, presumably be no more trouble to secure his signature to the voucher as well, although the voucher itself may be signed by your company as assignee.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl F Smith
Auditor

CFS:IS
cc H. B. Glaisyer, Office

NOTED
H. B. GLAISYER

①

140-

ASSOCIATED INSURANCE COMPANIES

ASSOCIATED INDEMNITY CORPORATION
ASSOCIATED FIRE & MARINE INSURANCE COMPANY

HEAD OFFICE
SAN FRANCISCO

OREGON DEPARTMENT
PHILIP S. CARRELL, MANAGER
408 WILCOX BUILDING

PORTLAND, OREGON

June 30th, 1936

Mr. R. M. Baldock
State Highway Engineer
State Office Building
Salem, Oregon

Re : Haskin & Brooks Construction Company assigned to Associated Indemnity Corporation - Contract No. 1682 - Estimates No. 13 and 14.

Dear Sir:

We enclose herewith executed claims and assignment of claims under the estimates in caption for drafts in the sums of $2,080.00 and $933.20, respectively.

We will appreciate the early return inasmuch sub-contractor E. C. Hall is calling upon us for his payment which is due him as soon as we receive returns on the amounts due us.

In this connection and in view of the assignment we hold from Haskin & Brooks Construction Company, will you not revise your records to avoid forwarding documents to Haskin. He is not very cooperative and, as a matter of fact, delayed the execution of the enclosed documents for some fifteen days.

Yours very truly,

ASSOCIATED INDEMNITY CORPORATION

I. W. Howe
I. W. Howe
Ass't. Mgr., Dep't. of Oregon

IWH:m
encl.

FORM S-A-1 5M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 30, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Associated Indemnity Corporation
403 Wilcox Building
Portland, Oregon

Gentlemen:

On May 22 we mailed to the Haskins & Brooks Construction Company for signature our estimate voucher for $2,080.00, covering estimate 13 on contract 1682; and on June 19 we mailed them a voucher for $933.20, covering estimate 14 on the same contract. Both estimates are assigned to your corporation.

As the company did not return the first estimate signed, I traced them on June 10 but so far have no reply nor has either voucher been returned signed. Due to the assignment in your favor, I believe it proper to call your attention to the non-return of these two estimate vouchers in case you wish to check up with the construction company.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Auditor

CFS:IS
✓cc H. B. Glaisyer
cc S. H. Probert

NOTED
H. B. GLAISYER

140-e

June 24, 1936

Haskin & Brooks
La Center, Washington

Gentlemen:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of July 19, 1935 for an extension of time in which to complete your contract for grading Bolon Island Section of the Oregon Coast Highway in Douglas County. There follows an excerpt from the minutes of the State Highway Commission meeting held on August 2, 1935 covering this matter:

"Haskin & Brooks, Contract No. 1682, for grading Bolon Island Section of the Oregon Coast Highway in Douglas County, requested an extension of time of 60 days, to Sept. 30, 1935, in which to complete this job, giving as their reason for such request, bad weather conditions, necessity for change in equipment set-up, increased quantities of solid rock to be moved and difficulties in securing competent labor. The Engineer advised that the failure of the contractor to complete this job within the time specified was due largely to bad weather, inexperienced operators, and breakdown of equipment. He further advised that the delay has not inconvenienced the travelling public, neither has the State incurred a large amount of extra expense for engineering. He pointed out that the Umpqua River bridge will not be finished before late in November of this year, so delay of the grading contractor will not interfere with nor delay the completion of the entire project, including the bridge; wherefore, he recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

140-C

June 22nd, 1935

Associated Insurance Company
408 Wilcox Building
Portland, Oregon

Attention: Mr. Carrell.

Dear Sirs:

I have requested the resident engineer on the Bolon Island contract to do everything possible to expedite the final estimate of the Haskins & Brooks contract, and I am sure you will receive the final estimate in the near future.

Very truly yours,

State Highway Engineer

cc to: H. G. Smith
E. A. Collier
G. E. Roberts

ASSOCIATED INSURANCE COMPANIES
ASSOCIATED INDEMNITY CORPORATION
ASSOCIATED FIRE & MARINE INSURANCE COMPANY
HEAD OFFICE
SAN FRANCISCO

OREGON DEPARTMENT
PHILIP S. CARRELL, MANAGER
408 WILCOX BUILDING

PORTLAND, OREGON

1936

June 19, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Mr. E. C. Hall has advised us that the Haskins & Brooks contract has been completed now for some little time. If this is true, we assume that the final estimate will be coming through as of the 15th of this month.

We are quite anxious to get this case closed up and would like to know the approximate date of acceptance.

Thanking you, I am

Yours very truly,

ASSOCIATED INSURANCE COMPANIES

Philip S. Carrell
Manager, Department of Oregon

PSC sg
cc Home Office
cc Claims' Dept

FORM 3-B-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

June 4th, 1936

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. E. A. Collier
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Confirming my telephone conversation concerning the shooting on Tideways (Bolon Island) Island, please dig a cut-off trench immediately back of the Bolon Island abutment to at least the depth of the concrete pier bulkhead. This will serve to prevent the jar from the shot being directly transmitted to the deck of the bridge and causing bending moment in the piers.

An extra work order may be issued to cover the cost of this trench and the material and labor necessary to bridge the opening for traffic.

Mr. Roberts should also make observations during the shooting to determine if there is any movement of the deck as instance by the closing of the opening between the draw span. This may be determined by placing light blocks in the opening and determining the amount of crushing. If there is an appreciable movement in the bridge the size and number of shots should be decreased. Further study should be made at the expansion joint where spalling has taken place to determine if there is any further movement there.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
Glenn Roberts

140-L

#1682

May 8, 1936

Mr. Wilbur A. Cochran

Reedsport, Oregon

Dear Sir:

This acknowlouges receipt of your letter of May 5, requesting information as to what steps you should take to protect your claim against Haskin and Brooks for purchases they made of you in connection with their work in the construction of the Bolon Island Section of the Oregon Coast Highway, in the performance of contract No. 1682.

I enclose for your information and assistance, a mimeographed copy of Chapter 280, Oregon Laws 1931, wherein the procedure you should follow is outlined. You will note that the law requires that you file notice of your claim with the Secretary of State, and that an approximate form is given for you to follow. The name of the surety is "The Associated Indemnity Corporation of/California" for whom Philip S. Carrell, Wilcox Building, Portland, is agent. The address of the Secretary of State is State Office Building, Salem, Oregon.

Trusting this is the information you require,

Very truly yours,

Secretary

MBL

Encl.

Reedsport, Oregon.

May 5, 1936.

[illegible] 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

During the time that Haskin & Brooks were engaged in the work on highway, Bolon or Tideways Island, across from Reedsport, I sold them considerable material, particularly small hardware of various kinds, such as nuts, bolts, washers, pipe, unions, elbows, belting, screen, etc. They paid for supplies sold them, monthly, until July. My account runs from July 11 to September 27th and amounts to $27.01. Numerous statements have been rendered, and I also notified Mr. Hall of the Hall Construction Company, engaged in completing the contract. I had assumed that Mr. Hall was the representative of the bonding company.

I believe that practically everything I sold to Haskin & Brooks went into the construction, although some of it might have been used in repairs to their equipment. I can furnish you an itemized statement if desired.

I would appreciate your advising me what steps I should take to get my money.

I have a hardware store in Reedsport and operate under the name of Wilbur A. Cochran.

Very truly yours,

Wilbur A. Cochran

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon F.A.P. 140-C

OREGON

POST OFFICE BUILDING
PORTLAND, OREGON

April 20, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Hwy 2465

Form P. R. 2

State Oregon

Project No. 140, Section C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of February, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 11th day of July, 1933, a revised project statement, which was approved by the Secretary on the 8th day of August, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 23rd day of September, 1935; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-two thousand, eight hundred fifty-one and 98/100 dollars ($52,851.98) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 565+43.25 at the north end of the Umpqua River Bridge, in the N. W. 1/4 of Section 35, T. 21 S., R. 12 W., W.M., and survey station 586+00 in the S. W. 1/4 of Section 26, T. 21 S., R. 12 W., W.M., at the south end of Section D of said project.

, length 0.389 of a mile~~s~~, in Douglas County, being Section C of Oregon project No. 140, consisting of 0.389 of a mile~~s~~ of roadway and no bridges, of more than 20 feet clear span, known locally as the Bolon Island Section of the Oregon Coast Highway, between official control points Coos Bay and Hebo.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of fifty-two thousand, eight hundred fifty-one and 98/100 dollars ($52,851.98), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-six thousand, six hundred forty-two and 60/100 dollars ($86,642.60), the approved total estimated cost of Section C of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[redacted]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 8th day of April, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______________________

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L Tou Velle

Member, State Highway Commission
(Title of officer)

By ______________________

____
(Title of officer)

By ______________________

____
(Title of officer)

SECRETARY OF AGRICULTURE,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

S—5518

issio eques

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 140-C, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 86,642.60 as the total estimated cost of said project, and the sum of $ 52,851.98 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 8th day of april one thousand nine hundred and thirty-six

Secretary of Agriculture,

By [illegible]
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4820

April 17 minutes x

RECEIVED
NOV 4 1936
FOR FILING

The Commission considered the following requests for extensions of time in which to complete the following highway construction projects:

Associated Insurance Companies, surety on the bond furnished by Haskins and Brooks in connection with their contract No. 1682 for grading the Bolon Island Section of the Oregon Coast Highway in Douglas County, requested, in behalf of the contractor, an additional extension of time from November 30, 1935 to June 1, 1936, in which to complete this project. The Engineer advised that Haskins and Brooks encountered difficulties in connection with this job and it was taken over by their bonding company which entered into a subcontract with E. C. Hall, to whom the Commission awarded the contract for the construction of the adjacent section, to complete the work. He also said that Mr. Hall is doing the job as quickly as he can in conjunction with his own work but has found it more advantageous to his interests to perform his own work first, hence the job has not been completed within the contemplated time. He recommended, in view of the circumstances, that the extension requested be granted without penalty and advised that the Bureau of Public Roads gave its consent in writing to such extension on that basis. The Commission approved the Engineer's recommendation by unanimous vote.

140-e

look up extension of time on Haskin & Brooks contract page 23, yellow copy, minutes of April 17th.

(original letter on my desk)

Jim

See me re extension of
time on Haskin & Brooks
contract — this morning.

Where is the file — [illegible]

H. B. G.

Re Haskin & Brooks - Tye last time extension I had for them was a letter from Phillip S. Carrell, Atty-in-Fact, for the Surety Co. to whom the contract w as assigned. This extension was to June 1, 1936 and I hadned it to H. G. Smith and as far as I Know it went to the Commission on April 16, 1936. If it is necessary to have a letter of application from Haskin & Brooks in addition to the letter of application of Carrell we will have to write to them.

J. McF.

#1682

140-C

April 6, 1936

Associated Indemnity Corporation
Philip S. Carrell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Beall Pipe & Tank Corporation for $71.04, against Haskin & Brooks Construction Company, for materials furnished said company by said claimant in connection with the performance of State Highway Contract No. 1682 for the construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County.

Copy of this notice is being sent to the contractor and to you as the surety on his bond.

Very truly yours,

Secretary

MBL

Encl.

cc - Haskin & Brooks

April 6, 1936

Hon Earl. Snell
Secretary of State
BUILDING

Dear Mr. Snell:

This will acknowledge receipt of your letter of April 3 enclosing three copies of a notice of claim by Beall Pipe & Tank Corporation for $71.04, against Haskin & Brooks Construction Company, for materials furnished said company as contractors with the State Highway Commission for the construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County---State Highway Contract No. 1682.

Copy of this notice is being sent to the contractor and to the surety on his bond.

Very truly youts,

Secretary

MH.

COPY

RECEIVED
APR 4 1936
OREGON
STATE HIGHWAY COMMISSION

TO

The Secretary of State,
Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned, BEALL PIPE AND TANK CORPORATION of Portland, Oregon, has a claim in the sum of SEVENTY ONE AND 4/100 ($71.04) DOLLARS against the bond taken from Haskins & Brooks Construction Company, of La Center, Washington, by the Associated Indemnity Corporation with offices in the Wilcox Building, Portland, Oregon, for materials furnished to said Haskins & Brooks Construction Co., including Corrugated Culvert Pipe, to be used by said Haskins & Brooks Construction Co. on State of Oregon Highway Projects namely - Grading Bolon Island Section of Oregon Coast Highway U S P W Project N R H 1400, in Douglas County, State of Oregon; which materials were furnished under invoice dated July 29, 1935, in the amount of $71.04, and which said sum of $71.04 is now and at this time due, owing and unpaid to said Beall Pipe and Tank Corporation of Portland, Oregon

Dated at Portland, Oregon, this 18th day of March, 1936.

BEALL PIPE & TANK CORPORATION

By F. V. Romig
Vice-President.

Endorsed: File #2551
Filed, April 1, 1936
Earl Snell
Secretary of State.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
APR 1 1936
OREGON
STATE HIGHWAY COMMISSION

April [illegible], 193[illegible]

Oregon State Highway Commission
State Office Building
Salem, Oregon

[illegible]: [illegible], Secretary

[illegible] copies of [illegible] Public Liability [illegible] Construction [illegible] Indemnity [illegible] Oregon [illegible] Highway, [illegible] filed in this office [illegible].

[illegible] acknowledge receipt [illegible].

Yours very truly,

Earl Snell

Secretary of State

[illegible]

140-e

March 25, 1936

Associated Insurance Companies
Oregon Department
408 Wilcox Building
Portland, Oregon

Attention: Mr. I. W. Howe

Dear Sir:

Herewith is being returned the Beall Pipe & Tank Co. invoice for pipe sold to the Haskin & Brooks Const. Co. on the Bolon Island Project. The quantities shown on this invoice agree with the amount of pipe for which the contractor has been paid to date.

The field engineer's monthly estimate of Aug. 15, 1935, and all subsequent estimates for work performed on this project, indicate that the contractor placed a total of 70 lin. ft. of 12 inch corrugated iron culvert pipe. As payment for coupling bands is included in the unit price paid for the pipe, no information is given on the estimates relative to the number of bands used. However, it is reasonable to assume that two bands were used, as the above length of pipe was placed in two culverts, and it is probable that two sections of pipe were used for each culvert.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict: R.Reisner:MM

Encl.

ASSOCIATED INSURANCE COMPANIES

ASSOCIATED INDEMNITY CORPORATION
ASSOCIATED FIRE & MARINE INSURANCE COMPANY
HEAD OFFICE
SAN FRANCISCO

OREGON DEPARTMENT
PHILIP S. CARRELL, MANAGER
408 WILCOX BUILDING

Reimer

PORTLAND, OREGON
March 23rd, 1936

State Highway Engineer
Salem, Oregon

Re: Haskin & Brooks Construction Co.
Bolon Island Job

Dear Sir:

Will you kindly refer to the estimate sheets on this job subsequent to July 29th, 1935 and advise if the material listed in the enclosed invoice of the Beall Pipe & Tank Corporation was consumed in whole or in part on this job.

Thanking you for the courtesy of your reply, we are

Yours very truly,

ASSOCIATED INDEMNITY CORPORATION

I. W. Howe
Ass't. Mgr., Dep't. of Oregon

IWH:m
encl.

140c

#1682

March 24, 1936

BEALL PIPE AND TANK CORPORATION
Portland, Oregon

Attention F. V. Romig, Vice President

Dear Sirs:

This acknowledges receipt of your letter of March 18, enclosing notice of claim against Haskins & Brooks Construction Company of La Center, Washington, in the amount of $71.04, covering cost of Corrugated Culvert Pipe furnished them by you for use in connection with their contract with the Oregon State Highway Commission for construction of the Bolon Island Section of the Oregon Coast Highway, Contract No. 1682. As requested by you, we return herewith signed receipt furnished by you acknowledging filing of this claim with us.

However, filing notice of claim with us is not sufficient to protect your claim. The statute requires that your notice be filed with the Secretary of State. We are enclosing mimeographed copy of Chapter 280, Oregon Laws 1931, wherein this requirement is set forth, together with a form to follow approximately.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

Encl.

March 24, 1936

ASSOCIATED INDEMNITY CORPORATION
Philip S. Carrell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Beall Pipe and Tank Corporation, giving notice of their claim against Haskin & Brooks Construction Company of La Center, Washington, in the amount of $71.04, covering cost of Corrugated Culvert Pipe furnished by them to said contractors for use in connection with their contract with the Oregon State Higway Commission for construction of the Bolon Island Section of the Oregon Coast Highway, Contract No. 1682.

This notice is being sent you, inasmuch as you appear as surety on the bond furnished by Haskin and Brooks.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Haskin & Brooks

RECEIVED
MAR 19 1936
STATE OREGON

TRADE BEALL MARK

BEALL PIPE AND TANK CORPORATION

ELECTRIC WELDED PRESSURE PIPE - METAL TANKS
CORRUGATED CULVERT - METAL FLUME - IRRIGATION
DRAINAGE SUPPLIES
STRUCTURAL STEEL WORK
METAL SPECIALTIES

PORTLAND [KENTON] OREGON

March 18, 1936

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

We enclose herewith our claim against Haskins & Brooks Construction Co. of La Center, Washington, in the amount of $71.04, covering Corrugated Culvert Pipe furnished them for use on Oregon State Highway Grading Prlject, Bolon Island Section of Oregon Coast Highway USPW Project NRH 140C, in Douglas County, Oregon, for which we have never received payment. We will appreciate your protecting our interests in this matter.

Please acknowledge receipt of our claim on the enclosed copy of this letter.

Yours truly,

BEALL PIPE & TANK CORPORATION

F. L. Romig

LBA

Vice-President

TO

Associated Indemnity Corporation,
Wilcox Building,
Portland, Oregon

Oregon State Highway Commission,
Salem, Oregon

Haskins & Brooks Construction Co.
La Center, Washington

NOTICE IS HEREBY GIVEN that the undersigned, BEALL PIPE AND TANK CORPORATION of Portland, Oregon, has a claim in the sum of SEVENTY ONE AND 4/100 ($71.04) DOLLARS against the bond taken from Haskins & Brooks Construction Company, of La Center, Washington, by the Associated Indemnity Corporation with offices in the Wilcox Building, Portland, Oregon, for materials furnished to said Haskins & Brooks Construction Co., including Corrugated Culvert Pipe, to be used by said Haskins & Brooks Construction Co. on State of Oregon Highway Project, namely - Grading Bolon Island Section of Oregon Coast Highway U S P W Project N R H 140C, in Douglas County, State of Oregon; which materials were furnished under invoice dated July 29, 1935, in the amount of $71.04, and which said sum of $71.04 is now and at this date due, owing and unpaid to said Beall Pipe and Tank Corporation of Portland, Oregon.

Dated at Portland, Oregon, this 18th day of March, 1936.

BEALL PIPE AND TANK CORPORATION

By F. V. Romig
Vice-President

INVOICE

BEALL PIPE & TANK CORPORATION

1945 N. Columbia Blvd. PORTLAND, Oregon

[illegible]	31345	[illegible]	Baskin & Brooks Construction Co.
[illegible]	169	[illegible]	La Center, Wash.
[illegible]	7-5-35	[illegible]	Same
[illegible]	7-23-35	[illegible]	[illegible], Ore.
	[illegible]	[illegible]	[illegible]
[illegible]	1% 10, 1878 % [illegible] 1878 Net thereafter	[illegible]	

[illegible]

[illegible]

Portland, Oregon

March 13, [illegible]

[illegible]

FORM 10

CORRUGATED CULVERTS
IRRIGATION FLUME AND PIPE
SIPHONS
IRRIGATION GATES
DRAINAGE GATES
SLIDE GATES
TANKS AND TROUGHS

WELL CURBING
GRAIN BINS
SMOKE STACKS
HEIL HOISTS AND DUMP BODIES
TRAILERS AND
TRUCK TANKS
METAL PRODUCTS

INVOICE

BEALL PIPE & TANK CORPORATION

1945 N. Columbia Blvd. PORTLAND, (Kenton) OREGON
PHONE WALNUT 3171

Date 7/29/35

FOR CUSTOMER'S USE ONLY

REGISTER NO.
VOUCHER NO.
F. O. B. CHECKED
TERMS APPROVED
PRICE APPROVED
CALCULATIONS CHECKED
TRANSPORTATION
FREIGHT BILL NO.
AMOUNT
MATERIAL RECEIVED
19
DATE
SIGNATURE
TITLE
SATISFACTORY AND APPROVED
ADJUSTMENTS
ACCOUNTING DISTRIBUTION
AUDITED
FINAL APPROVAL

OUR INVOICE NO. 31345
OUR ORDER NO. 169
YOUR ORDER 7-3-35
DATE SHIPPED 7-29-35
F. O. B. Reedsport
TERMS 10% 60 days
5% 75 days
Net thereafter

SOLD TO Haskin & Brooks Construction Co.
ADDRESS La Center, Wash.
SHIPPED TO Same
ADDRESS Reedsport, Ore.
ROUTED P M T Prepaid
CAR INITIAL AND NO.

8 PER CENT INTEREST ON ALL PAST DUE ACCOUNTS

	DESCRIPTION	QUANTITY	RATE	AMOUNT
	ULOY Brand Corrugated Culvert Pipe - Oregon State Highway Specifications - Inspected at our plant before dipping - Dipped in Pioneer Mineral Rubber - JOB: Grading Bolon Island Section of Oregon Coast Highway USPW Project NRH 14-C in Douglas County, Ore.			
70	ft. 16 ga. 12" diam. Culvert	70 ft.	$ .98 ft.	$68.60
2	only 12" diam. connecting bands	2	1.22 ea.	2.44
				$70.14

-- --------

Certified to be a true and complete copy of our Invoice No. 31345 of July 29, 1935, to Haskins & Brooks Construction Co. of La Center, Washington, no part of which has been paid.

BEALL PIPE & TANK CORPORATION
L. B. Ashton
Cashier

Portland, Oregon,
March 18, 1936

ALL CLAIMS FOR SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

140-e

February 18, 1936

Mr. James A. Stinson, Lawyer
960 Pacific Avenue
Chehalis, Washington

Dear Mr. Stinson:

Replying to your letter of February 15 in which you inquire whether we or you should file the required notice of claim against a contractor with the Secretary of State:

The notice should come from the claimant. The copy of Chapter 280 of the laws of 1931 contains an approximate form for the notice of claim and was sent you for your guidance in preparing the same.

Very truly yours,

Secretary

MBL

JAMES A. STINSON
LAWYER
LEWIS COUNTY S & L BLDG.
960 PACIFIC AVENUE
CHEHALIS, WASHINGTON

NEW OFFICE
ADVOCATE BUILDING
PHONE 333

PHONE 251

February
15
1936

Oregon State High-
way Commission
Salem, Oregon

Gentlemen:

I have your letter of the 14th in the matter of the claim of J. G. Morrow against Haskins & Brooks in connection with the construction of the Bolon Island section Contract No. 1682.

Do I understand from your letter that you are sending the notice to the Secretary of State?

no

I thank you for the copy of Chapter 280 of the laws of 1931, and advise whether you have sent thiscontract to the Secretary of State, as you state is required.

Very truly yours,

James A. Stinson

JAS*P

#1682

140-C

February 18, 1936

Associated Indemnity Corporation
    Philip S. Carroll, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State notice in triplicate of a claim of the West Coast Telephone Company for $119.90 against Haskin & Brooks Construction Company, for work performed for and rentals furnished said contractor by said claimant in connection with the construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County, State Highway Contract No. 1682.

One of these copies is being sent you, as surety on the bond furnished by the contractor.

Very truly yours,

Secretary

MHL

Encl.

cc - Haskin & Brooks Construction Co.

February 18, 1936

Hon. Earl Snell
Secretary of State
Building

Dear Mr. Snell:

This acknowledges receipt of your letter of February 15 enclosing three copies of a notice of claim by West Coast Telephone Company, for $119.90, against Haskin & Brooks Construction Company, for work performed and rentals furnished said contractor in connection with their work on the Bolon Island Section of the Oregon Coast Highway, Contract No. 1682.

Copy of the notice will be sent to the contractor and to the surety on his bond.

Very truly yours,

Secretary

MBL

NOTICE UNDER SEC. 67-1101 Oregon Code, 1930

as amended, of West Coast Telephone Co. account, $119.90

To the Oregon State High Commission: and to
Haskin & Brooks, Contractors; and to the
Associated Indemnity Corp.

Notice is hereby given that the undersigned West Coast Telephone Company, has a claim for telephone rentals, tolls, damage to cable, and services performed and furnished in the sum of $119.90 against the bond taken from Haskin & Brooks, Contractors, bonding company, Associated Indemnity Corp.; that said sum is due for said services by said West Coast Telephone Co., running from May 10, 1935 to November 10, 1935, telephone No. 10R15, and also damages by high line rubbing cable on Bolin Island.

That an itemized statement thereof is attached hereto and made a part hereof dated January 13, 1936 covering Final Account No. 11-409-35 upon which the unpaid balance is the sum of $119.90.

Signed West Coast Telephone Co.

By T. H. MAC GOUGAN
Branch Manager

Haskin & Brooks, Contractors January 13, 1936

Reedsport, Oregon

Final Account 11-409-35

Former
Telephone #10R15

		Debit	Credit
1935			
May 10	Rental 5-10 to 6-9	2 00	
	Toll 4-1 to 4-30	10 87	
June 10	Rental 6-10 to 7-9	2 00	
	Toll 5-1 to 5-31	18 55	
See Itez) St. A)	Cost of damage by high line rubbing cable on Bolin Island	46 35	
4	Cash		12 87
July 10	Rental 7-10 to 8-9	2 00	
	Toll 6-1 to 6-30	49 64	
5	Cash		20 55
Aug. 10	Rental 8-10 to 9-9	2 00	
	Toll 7-1 to 7-31	35 01	
2	Cash		51 64
Sept 10	Rental 9-10 to 10-9	2 00	
	Toll 8-1 to 8-31(See Ites. St.A)	29 90	
13	Cash		37 01
Oct. 10	Rental 10-10 to 11-9	2 00	
	Toll 9-1 to 9-30(See Itez. St. B)	21 15	
Nov. 10	Rental 11-10 to 12-9	2 00	
	Toll 10-1 to 10-31(SEE Ites St[illegible])	18 45	
	Credit unearned rental 11-11 to 12-9		1 95

		Debit	Credit
Totals		243 92	124 02
	Balance Due	119 90	

Endorsed: File No. 2507
Filed Feb. 1, 1936
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 15, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Attention Mr. H. B. Glaisyer

Gentlemen.

There are enclosedfor your information and files, three copies of a notice of claim by West Coast Telephone Co. for $119.90 against the bond taken from Haskin & Brooks, principal, and Associated Indemnity Corporation, surety, for work on the Oregon Coast Highway, which was filed in this office on February 1st.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

[illegible]
Enc. 3

140-C

#1662

February 15, 1936

Associated Indemnity Corporation
Philip S. Carroll, Agent
408 Wilcox Building
Portland, Oregon

Gentlemen:

Enclosed please find copy of notice of claim, which we have today received from the Secretary of State, filed with that office by Bruce Haskin in the sum of $1866.00, against Haskin & Brooks, for labor performed by said claimant in connection with the construction of the Bolon Island Section of the Oregon Coast Highway in Douglas County, Contract No. 1682.

Please note that this is a revised notice of claim. Copy of same is being sent you inasmuch as you are surety on the bond furnished by the contractor.

Very truly yours,

Secretary

MEL

Encl.

cc - Haskin & Brooks

February 15, 1936

Mr. Earl Snell
Secretary of State
Building

Dear Sir:

This acknowledges receipt of your letter of February 14 enclosing three copies of a notice of claim by Bruce Haskin for $1866.00 against the bond taken from Haskin & Brooks Construction Company, principal, and the Associated Indemnity Corporation, surety, for work on the Bolon Island Section of the Oregon Coast Highway, in Douglas County.

Copy of the notice of claim is being sent to the contractor and to the surety on his bond.

Very truly yours,

Secretary

MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 14, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Bruce H[illegible]skin for $1866.00 against the bond taken from Ma[illegible]in & Brooks Construction Company, principal, and Associated Indemnity Corporation, surety, for work on the [illegible] Inland Section of the Oregon Coast Highway, which was filed in this office on February [illegible]th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

[illegible]
Enc. 3

REVISED NOTICE OF CLAIM AGAINST BOND FOR PUBLIC CONTRACT.

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN That the undersigned, Bruce Haskin, has a claim for labor performed as mechanic and drill dresser, consisting of repairing tractors, jack hammer and compressor, and sharpening tools, in the sum of $1,866.00 against the bond taken from Haskin & Brooks, Constr. Co., as principal, and Associated Indemnity Corporation, as surety, for the work of grading 0.59 of a mile of the Oregon Coast Highway in Douglas County, Oregon, on the Bolon Island section.

BRUCE HASKIN

Endorsed: File No. 2508
Filed Feb. 5, 1936
EARL SNELL
Secretary of State

#1682

140-C

February 14, 1936

Associated Indemnity Corporation
Philip S. Carrell, Agent
408 Wilcox Building
Portland, Oregon

Gentlemen:

This is to notify you that we have received from Mr. James A. Stinson, Lawyer, Chehalis, Washington, notice of claim of his client, J. G. Morrow, against Haskin & Brooks in the sum of $100, balance due for services performed in connection with the contract of said Haskin & Brooks with the State Highway Commission for the construction of the Bolon Island Section of the Oregon Coast Highway, Contract No. 1682.

This notice is being sent you because you appear as surety on the bond furnished by the contractors, Haskin & Brooks.

Very truly yours,

Secretary

MBL

Encl.

cc - Haskin & Brooks

February 14, 1936

Mr. James A. Stinson, Lawyer
Lewis County S & L Building
960 Pacific Avenue
Chehalis, Washington

Dear Sir:

This will acknowledge receipt of your letter of February 8 giving notice of claim of J. G. Morrow against Haskin & Brooks in the sum of $100, balance due for services performed in connection with the contract of said Haskin and Brooks with the State Highway Commission for the construction of the Bolon Isalnd Section of the Oregon Coast Highway, Contract No. 1682.

Oregon Law requires that this notice be sent to the Secretary of State for claimant's protection. I am enclosing mimeographed copy of Chapter 280 (Oregon Laws 1931) for your information and guidance.

Very truly yours,

Secretary

MBL

Encl.

JAMES A. STINSON
LAWYER
LEWIS COUNTY S & L BLDG.
960 PACIFIC AVENUE
CHEHALIS, WASHINGTON

PHONE 251

RECEIVED
FEB 10 1936
OREGON

February 8th 1936

Oregon State Highway Commission
Salem
Oregon

RE HASKIN & BROOKS CONTRACTORS
BOLON ISLAND SECTION OREGON COAST HGY.

Gentlemen:-

Enclosed herewith claim of J G Morrow against the retained percentages and bond in the above matter.

Kindly file the same.

In the event that the time has not arrived for the filing of this claim, kindly advise. We understand that the work under the contract either has been or is about to be accepted.

Very truly yours,

JAMES A STINSON

J. G. MORROW,

Claimant

-vs-

HASKINS & BROOKS CONSTRUCTION COMPANY, Contractors, and ASSOCIATED INDEMNITY CORPORATION, Surety

NOTICE AND CLAIM OF LIEN

Notice is hereby given that J. G. Morrow was employed by Haskins & Brooks Construction Company between January 1, 1935, and March 1, 1935, at the agreed price and wage of $150.00 per month, in the construction and improvement of Bolon Island Section of the Oregon Coast Highway in Douglas County, Oregon, and for the construction of which Haskins & Brooks Construction Company had a contract which was Contract No. 1682; and that his employment and services ended on March 1, 1935, and that in his employment he earned the sum of $300.00, no part of which has been paid excepting the sum of $200.00, and that there is now due and unpaid to him as and for the balance of his wages earned, the sum of $100.00, over and above all just off-sets and counter claims.

That Associated Indemnity Corporation is the surety of the said Haskins & Brooks Construction Company under the terms of said contract.

That the sum of $300.00 was reasonable to be paid to claimant for his said services.

And that the said J. G. Morrow, claimant as aforesaid, does hereby claim a lien on the retained percentages held by the Oregon State Highway Commission, under the terms of said contract and on the bond of said Associated Indemnity Corporation deposited as surety under the terms of said contract, as security unto him for the payment of the amount due as aforesaid, together with $75.00 attorneys fees and $25.00 costs, in case of suit.

J G Morrow

STATE OF WASHINGTON)
) SS
COUNTY OF LEWIS)

J. G. Morrow, being first duly sworn on his oath deposes and says that he is the claimant named in and who executed the foregoing Notice and Claim of Lien, that he has read the same Notice and Claim of Lien and knows the contents thereof, and that the same is true as he verily believes; and that there is actually due unto him the amount in said lien, to-wit, the sum of $100.00.

J G Morrow

Subscribed and sworn to before me on this the 8th day of February, 1936.

Notary Public for Washington
Residing at Chehalis

140-c

January 29, 1936.

Hall & Schaefer
Vancouver National Bank Bldg.
Vancouver, Washington

Gentlemen:

Your letter of January 23, which was addressed to Mr. Earl Snell, Secretary of State, with reference to securing a certified copy of the Haskin & Brooks Construction Company contract, has been referred to this department for reply.

We regret to say that the matter of furnishing the certified copy of this contract was overlooked when your notice of claim, on behalf of Bruce Haskin, was forwarded to this office by the Secretary of State.

In accordance with your request, we are handing you herewith certified copy of the above mentioned contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

Encl.
JM:CE

cc - Earl Snell

RECEIVED
JAN 27 1936

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 25, 1936

State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed a letter from Hall & Schaefer relative to a notice of claim filed in this office December 10, 1935.

A copy of the notice of claim and the affidavit requesting copy of the contract and bond were mailed to your office December 13th, 1935. I have advised Messrs. Hall & Schaefer that their inquiry has been referred to you for attention.

Yours very truly,

Earl Snell
Secretary of State

S:FL

Enc.

SCHAEFER

LAW OFFICES OF
HALL & SCHAEFER
VANCOUVER NATIONAL BANK BUILDING
VANCOUVER, WASHINGTON

Jan. 23, 1936

Secretary of State
Salem, Oregon

Dear Sir:

Some time ago, we filed a claim in your office on behalf of Bruce Haskin against the contract and bond of Haskin & Brooks Construction Company. At the same time we requested a copy of the contract and of the bond under the provisions of the statute. You replied, saying that you had forwarded the request for copies to the State Highway Department.

We have not heard anything from it since and are being delayed in beginning an action against the bond on account of not having a copy of it. Could you please urgently request the Highway Department to send us a copy of the bond just as soon as possible? The copy of the contract is not so urgent and may come along at their convenience.

Very truly yours,

HALL & SCHAEFER

By Charles W. Hall

CWH:A

Respectfully referred to State Highway Commission

STATE DEPARTMENT

SECRETARY OF STATE
RECEIVED
JAN 25 1936
EARL SNELL

140-e

#1682

January 29, 1936

Associated Indemnity Corporation
Philip S. Carrell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

We have today received from Seaman and Seaman, Attorneys, Marshfield, Oregon, notice of claim of the West Coast Telephone Company against Haskin & Brooks, in the amount of $119.90, for tolls and rental, also damages, in connection with their performance of their contract with the State Highway Commission for the construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County, Contract No. 1682.

We note that Seaman & Seaman have sent you a copy of this claim direct, but we are notifying you nevertheless in the usual manner whenever we receive a notice of claim against a contractor for whom you are named as surety.

Very truly yours,

Secretary

MBL

cc - Haskin & Brooks

January 29, 1956

Seaman & Seaman
Attorneys at Law
208-9-10 Hall Building
Marshfield, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 16, enclosing copy of notice of claim of the West Coast Telephone Company against Haskin & brooks, in the sum of $119.90, for tolls and rental in connection with their work in performance of State Highway Contract No. 1662, the Bolon Island Section of the Oregon Coast Highway, in Douglas County.

We note that you have sent copy of this claim to the Surety, Associated Indemnity Corporation, c/o their agent, Philip S. Carrell, Wilcox Building, Portland, but not to the Secretary of State, as required by statute, to protect your claim. Enclosed find mimeographed copy of Chapter 280, Oregon Laws 1951, setting forth the requirements and substantial form of claim.

The address of Haskin & Brooks is La Center, Washington.

Very truly yours,

Secretary

MBL
Encl.

SEAMAN & SEAMAN
ATTORNEYS AT LAW
208-9-10 HALL BUILDING
MARSHFIELD, OREGON

ALBERT E. SEAMAN
WESLEY A. SEAMAN

TELEPHONE 224

Jan. 16, 1936.

Oregon State Highway Commission, and
to the Associated Indemnity Corp., c/o
of Associated Insurance Companies,
c/o Philip S. Carrell, Mgr.
Wilcox Bldg., Portland, Oregon.

Gentlemen:

Re: Claim 14-FS 4049
Haskins & Brooks
Construction Company
West Coast Telephone Co.

I am enclosing to you herein notice of the above claim to which is attached an itemized statement.

I am sending the original to the Oregon State Highway Commission, and a duplicate copy of this notice and statement to the Associated Indemnity Corp., c/o of Associated Insurance Companies, c/o Philip S. Carrell, Mgr., Wilcox Bldg., Portland, Oregon.

If further information or data is needed, please advise.

I would like to have the address of Haskin & Brooks, contractors, so I may send a duplicate original copy to them.

Yours truly,

SEAMAN & SEAMAN

By W A Seaman

WAS m

STATEMENT

[illegible]ary 13, 1936

Haskin & Brooks, Contractors

Reedsport, Oregon

IN ACCOUNT WITH

THE WEST COAST TELEPHONE COMPANY

Final Account 11-409-35
Former Telephone #10R15

DATE			DEBIT	CREDIT
1935				
May	10	Rental 5-10 to 6-9	2 00	
		Toll 4-1 to 4-30	10 87	
June	10	Rental 6-10 to 7-9	2 00	
		Toll 5-1 to 5-31	18 55	
		Cost of damage by high line rubbing cable on Bolin Island	46 35	
	4	Cash		12 87
July	10	Rental 7-10 to 8-9	2 00	
		Toll 6-1 to 6-30	49 64	
	3	Cash		20 55
Aug	10	Rental 8-10 to 9-9	2 00	
		Toll 7-1 to 7-31	35 01	
	2	Cash		51 64
Sept	10	Rental 9-10 to 10-9	2 00	
		Toll 8-1 to 8-31 (see item st.)	29 90	
	13	Cash		37 01
Oct	10	Rental 10-10 to 11-9	2 00	
		Toll 9-1 to 9-30 (see item st.)	21 15	
Nov	10	Rental 11-10 to 12-9	2 00	
		Toll 10-1 to 10-31 (see item st.)	18 45	
		Credit unearned rental 11-11 to 12-9		1 95
			243 92	124 02
		Balance due	119 90	

see statement

paid

paid

paid

paid

...edsport, Ore 192
...y ?, 1935

...MPANY, DR.

46.35

.35
.00

...ached hereto and made a
...final Account No.11-409-35
...of $119.90.

...t Coast Telephone Co.
...macGuigan
Branch Manager

STATEMENT

19

[illegible]

[illegible]

Itez statement of Tolls

IN ACCOUNT WITH

THE WEST COAST TELEPHONE COMPANY

DATE			DEBIT	CREDIT
Aug	2	[illegible]	30	
		[illegible]	02	
	5	[illegible]	1 50	
		[illegible]	15	
	7	[illegible]	5	
		[illegible]	10	
	7	[illegible]	1 30	
		[illegible]	15	
	7	[illegible]	1 70	
		[illegible]	15	
	8	[illegible]	1 30	
		[illegible]	15	
	9	[illegible]	1 [illegible]	
		[illegible]	15	
	10	[illegible]	45	
	12	[illegible]	1 30	
		[illegible]	15	
	13	[illegible]	1 30	
		[illegible]	15	
		[illegible]	1 40	
		[illegible]	15	
	14	[illegible]	1 40	
		[illegible]	15	
	[illegible]	[illegible]	[illegible]	
		[illegible]	15	
	[illegible]	[illegible]	1 30	
		[illegible]	15	
	[illegible]	[illegible]	1 85	
		[illegible]	15	
	[illegible]	[illegible]	[illegible]	
		[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	
		[illegible]	[illegible]	
			[illegible] 51	

21

---

oodsport, Ore 192
[illegible], 1935

OMPANY, DR.

[illegible]		
	46.35	
.35		
.00		

tached hereto and made a
ing Final Account No.11-409-35
of $119.90.

st Coast Telephone Co.

Branch Manager

19

[illegible]

Reedsport Ore

IN ACCOUNT WITH

THE WEST COAST TELEPHONE COMPANY

2357

DATE			DEBIT	CREDIT
Aug	28	[illegible] - Bussey	1 30	
		Fed Tax	15	
	29	[illegible] - Chace	65	
		Fed Tax	10	
		[illegible]	2	
		Fed Tax	[illegible]	
	30	[illegible] Bussey	1 95	
		Fed Tax	15	
July	11	[illegible]	36	
		Fed Tax	2	
			29 90	

---

eedsport, Ore 192
May 8, 1935

OMPANY, DR.

bbing		
	46.35	
.35		
.00		

tached hereto and made a
ing Final Account No.11-40?-35
of $119.90.

st Coast Telephone Co.

Branch Manager

19

Haskins + Brooks
Reedsport, Ore

Itez statement ~~IN ACCOUNT WITH~~ Tolls

THE WEST COAST TELEPHONE COMPANY

1935

DATE		DEBIT	CREDIT
Sept 1	To Tolls [illegible]	1 30	
	Fed Tax	15	
4	To Tolls Ex 2388	1 40	
	Fed Tax	15	
6	[illegible]	[illegible]	
	Fed Tax	15	
13	To Tolls - Ex 2388	1 5[illegible]	
	Fed Tax	[illegible]	
16	To Tolls - Ex 2388	1 30	
		[illegible]	
[illegible]	To Tolls - Ex [illegible]	1 40	
		15	
17	To [illegible]	40	
	[illegible]	[illegible]	
	Fed Tax	15	
[illegible]	To Tolls - Ex 2388	1 30	
	Fed Tax	[illegible]	
[illegible]	[illegible]	[illegible]	
	[illegible]	10	
[illegible]	[illegible]	[illegible]	
[illegible]	To Tolls - Ex 2388	[illegible]	
	Fed Tax	[illegible]	
24	To Tolls Ex 9798	1 30	
	Fed Tax	[illegible]	
[illegible]	[illegible]	[illegible]	
	Fed Tax	[illegible]	
[illegible]	[illegible]	1 70	
	Fed Tax	15	
[illegible]	[illegible]	1 50	
	Fed Tax	15	
		21 15	

---

edsport, Ore 192
May [illegible], 1935

OMPANY, DR.

bbing

	48.35	
.75		
.00		

tached hereto and made a
ing Final Account No.11-409-35
of $110.90.

st Coast Telephone Co.
[illegible]
Branch Manager

19

Stay statement Tolls

IN ACCOUNT WITH

THE WEST COAST TELEPHONE COMPANY

1935

DATE		DEBIT	CREDIT
Oct	2 [illegible]	1 40	
	Fed Tax	15	
	3 So Plla - Ea 2388	1 95	
	Fed Tax	15	
	[illegible]	40	
	[illegible]	12	
	9 [illegible]	1 50	
	Fed Tax	15	
	10 [illegible]	1 20	
	Fed Tax	[illegible]	
	[illegible]	[illegible]	
	[illegible]	10	
	[illegible]	1 [illegible]	
	Fed Tax	[illegible]	
	23 So Plla - [illegible]	1 50	
	Fed Tax	15	
	[illegible]	[illegible]	
	Fed Tax	15	
	27 So Plld - Ea [illegible]	1 30	
	[illegible]	13	
	24 [illegible]	1 [illegible]	
	[illegible]	15	
	24 [illegible]	1 60	
	Fed Tax	[illegible]	
		15 [illegible]	

eedsport, Ore 192

May 6, 1935

OMPANY, DR.

	16.35	
[illegible]		
[illegible]		

tached hereto and made a
ing Final Account No.11-40[illegible]-35
of $113.90.

st Coast Telephone Co.

Branch Manager

Exch. ~~EVERETT, WASH.~~ Reedsport, Ore 192
May [illegible], 1935

Tel. No.1[illegible] Address Reedsport, Oregon

To WEST COAST TELEPHONE COMPANY, DR.

[illegible]3

		Cost of damage caused by high line guy rubbing cable on Bolin Island at Reedsport:	46.35	
		Labor 36 hrs. @ .[illegible] per hr. 34.35		
		Car 12 " @ 1.00 " " 12.00		
		D		

FORM 93

line rubbing cable on Bolin Island.

That an itemized statement thereof is attached hereto and made a part hereof dated January 13, 1936 covering Final Account No.11-409-35 upon which the unpaid balance is the sum of $119.90.

Signed West Coast Telephone Co.

By H. MacDougan
Branch Manager

NOTICE UNDER SEC. 67-1101 Oregon Code,1930
as amended, of West Coast Telephone Co. account,$119.90

To the Oregon State High Commission; and to
Haskin & Brooks, Contractors; and to the
Associated Indemnity Corp.

Notice is hereby given that the undersigned West Coast Telephone Company, has a claim for telephone rentals, tolls, damage to cable, and services performed and furnished in the sum of $119.90 against the bond taken from Haskin & Brooks, Contractors, bonding company, Associated Indemnity Corp.; that said sum is due for said services by said West Coast Telephone Co., running from May 10, 1935 to November 10, 1935, telephone No. 10R15, and also damages by high line rubbing cable on Bolin Island.

That an itemized statement thereof is attached hereto and made a part hereof dated January 13, 1936 covering Final Account No.11-409-35 upon which the unpaid balance is the sum of $119.90.

Signed West Coast Telephone Co.
By H. MacDougan
Branch Manager

11°C

January 25, 1936

Jacobs Welding & Machine Works,
Reedsport, Oregon.

Attention: Tom Jacobs

Gentlemen:

Reference is made to your letter of January 23rd concerning your claim against Haskin & Brooks, contractors.

You are advised that the above contractors gave up their work on Bolon Island and it has been taken over by their surety company. It will be necessary for you to try and settle with either the contractors ot their surety. If you are unable to do this then it will be necessary to take the matter to court. We have no way of collecting your claim for you.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

January 2 4, 1936

H. B. G.

Re attached letter from Jacobs Welding & Machine Works:

We received a letter from them on Dec, 16th and acknowledged it on Dec, 17th re their claim against Haskin & Brooks, Bolon Island Sect. in amt. $715.76. bWe told them the usual about filing the Claim thru the Secretary if State etc. On Jan, 22nd we received letter from the Sec. of State advising that the claim had been filed thru his office. I am of the opioion that the letter that they mention of Dec, 20th was from Snell's office and not from us.

I know of no other correspondence with them.

J. McF.

ARM, ROAD AND LOGGING
MACHINERY REPAIRING

LECTRIC AND OXY-ACETYLENE
WELDING WORKS

Jacobs Welding & Machine Works
TOM JACOBS, PROPRIETOR
REEDSPORT, OREGON

RECEIVED
JAN 24 1936

Jan 23, 1936

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

I received your letter of the 20th. inst., and in as much as you cannot advise me on that matter, will you please tell me when I can collect my claim and whether it will have to go thru court.

Sincerely Yours,
Tom Jacobs.

140-C

#1182

January 24, 1936

Associated Indemnity Corporation
Philip S. Carrell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of notice of claim which has been filed in the office of the Secretary of State by the Gordon & Finkbeiner Company, Portland, Oregon, in the sum of $268.90, against Haskin & Brooks, for miscellaneous items furnished them in connection with their work in the performance of their contract with the State Highway Commission for the construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County, Contract No. 1682.

This notice is being sent you inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours,

Secretary

MEL
Encl.
cc - Haskin & Brooks

January 24, 1936

Hon. Earl Snell
Secretary of State
Building

Dear Sir:

This will acknowledge receipt of your letter of January 22 in which you enclose three copies of a notice of claim from Gordon & Finkbeiner Co., Portland, Oregon, in the amount of $268.90, against Haskin & Brooks for miscellaneous items furnished them in connection with their work in the construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County, State Highway Contract No. 1682.

Copy of this notice is being sent to the contractor and to the surety on his bond.

Very truly yours,

Secretary

MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 22, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Gordon & Finkbeiner Co. for $263.90 against the bond taken from Haskins & Brooks Construction Company, principal, and Associated Indemnity Corporation, surety, for work on the Bolon Island section of the Coast Highway, which was filed in this office on December 23, 1935.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S F
encs. 3

City Iron Works
Ingersoll-Rand Company

Boilers and Engines
Mo[illegible]and Generators

[illegible]DON & FINKBEINER CO.
Manufacturers' Representatives
Power and Pumping Machinery
112 S. W. Pine Street
Portland, Oregon

December 21, 1935

Earl Snell, Secretary of State,
State House,
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Gordon & Finkbeiner Company, 112 S. W. Pine Street, Portland, Oregon has a claim for Rental of Jackhamers, and Air Hose and sale of Jackhamer parts and Compressor parts as per invoices attached hereto in amount of ($268.90) Two Hundred and sixty eight dollars and ninety cents, against the bond taken from Haskins & Brooks Construction Company, LaCenter, Washington, Principal and Associated Indemnity Corporation, Wilcox Building, Portland, Oregon, Surety for work known as State Highway Contract #1682, Oregon Coast Highway, Douglas County, Bolon Island, Date of Award December 6, 1934.

Yours Very Truly,
Gordon & Finkbeiner Co.
By E. C. Piper
E. C. Piper, Secty.

ECP:EC

****

Statement
Gordon & Finkbeiner Co.
Power and Pumping Machinery

Portland, Oregon, 12/21/35

Haskins & Brooks Construction Co.,
La Center, Wash.

		Dr.	Cr.	Bal.
1935				
8/13		38.40		
9/7		50.00		
9/10		12/30		
9/27		50.00		
10/1		15.00		
10/7		65.00		
11/8		2.00		
12/16		42.20		
10/17	Credit Memo		6.00	268.90

****

Refer to Invoice No. 12836
Invoice Date 8/13/35

Sold to--------
Haskins & Brooks Construction Co.,
Reedsport, Ore.

Shipped to Same-Reedsport, Oregon

12	Valves for 7 X 6 Portable Compressor	2.20	26.40	
12	Valve springs " "	1.00	12.00	
				38.40

Invoice No. 13096
Invoice Date 9/7/35

Rental of:

2	R-39 Jackhamers - from 8/8/35 to 9/8/35	25.00	50.00

Invoice No. 12916
Invoice Date 9/10/35

1	10T Throttle for Jackhamer		6.00
4	Side Rod Bolts - 2 used 75¢ ea. - 2 new 1.05		3.60
2	" " " Nuts	.15	.30
4	Side Rod springs	.60	2.40
			12.30

Statement
Gordon & Finkbeiner Co.
Power and Pumping Machinery
112 S. W. Pine Street
Portland, Oregon

Invoice No. 13233
Invoice Date 9/27/35

Sold to---- Haskins & Brooks Construction Co.,
La Center, Wash.

Shipped to Same - Reedsport, Oregon.

Rental of:

2	R39 Jackhamers - 9/8/35 to 10/8/35	25.00	50.00

Invoice No. 13246
Invoice Date 10/1/35

Rental of :

2	50' lengths 3/4 Air Hose with Couplings 9/4/35 to 10/4/35	7.50	15.00

Invoice No. 13295
Invoice Date 10/7/35

Rental of :

2	R39 Ingersoll-Rand Jackhamers	10/8/35 to 11/8/35	25.00	50.00
2	50' lengths 3/4 Air Hose	10/4/35 to 11/4/35	7.50	15.00
				65.00

Invoice No. 13543
Invoice Date 11/8/35

Rental of:

2	50 ft. lengths 3/4 Air Hose - coupled From 11/4/35 to 11/8/35 at $15.00 per month.	2.00

Invoice No. 27
Invoice Date 12.16.35

1	Piston - complete for R-39 Jackhamer	24.50
1	Oil Plug	.45
1	Backhead-bare	17.25
		42.20

Note :- Piston & Oil Plug were missing and backhead was broken when the 2-R39 Jackhamers were returned from your job.

****

Credit Memo

Gordon & Finkbeiner Co.
Power & Pumping Machinery
222-224 Pine Street
Portland, Oregon 10/17/35

Haskins & Brooks Construction Co.,
La Center, Wash.

We credit your account as follows:
Return of :

1	10T Throttle Valve Charged on Inv. 12916 9/10/35	6.00

Endorsed: File #2501
Filed Dec. 23, 1935
Earl Snell
Secretary of State.

140-C

#1682

January 24, 1936.

Associated Indemnity Company
(Philip S. Carrell, Agent)
Wilcox Building
Portland, Oregon

Gentlemen:

Attached hereto you will find copy of a notice of claim which has been filed in the office of the Secretary of State by the State Industrial Accident Commission, in the sum of $206.98, against Haskin & Brooks, in connection with their contract with the State Highway Commission for the construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County, (Contract No. 1682).

We are sending copy of this notice of claim to the contractor and to the surety on his bond.

Very truly yours,

Secretary

[illegible]
Encl.
cc - Haskin & Brooks

January 24, 1936

Hon. Earl Snell
Secretary of State
Building

Dear Sir:

This acknowledges receipt of your letter of January 22 enclosing three copies of a notice of claim by the State Industrial Accident Commission, in the sum of $206.98, against Haskin & Brooks, in connection with their contract with the State Highway Commission for construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County (Contract. No. 1682).

We are sending copy of this notice of claim to the contractor and to the surety on his bond.

Very truly yours,

Secretary

MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 22, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: • Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by State Industrial Accident Commission for $206.98 against the bond taken from Haskin & Brooks, principal, and Associated Indemnity Corporation, surety, for work on State Highway Contract No. 1667, which was filed in this office on January 6th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

SF:m
enc.3

COPY

January 3, 1936

To: STATE OF OREGON

Earl Snell
Secretary of State

Notice is hereby given that the State Industrial Accident Commission has a claim for contributions due the State Industrial Accident Fund in the sum of $206.98 against the bond taken from Haskin & Brooks Construction Company and the Associated Indemnity Corporation for the road construction work under Highway Contract #1682 for the grading and construction of certain highway in Douglas County, Oregon, on the Oregon Coast Highway.

STATE INDUSTRIAL ACCIDENT COMMISSION

By Ralph H. Campbell
Attorney and Assistant Commissioner.

Endorsed: File #2503
Filed January 6, 1936
Earl Snell
Secretary of State.

#1682

140-C

January 24, 1936

Associated Indemnity Corporation
Philip S. Carrell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Attached hereto you will find copy of a notice of claim, in the form of a letter, that has been filed in the office of the Secretary of State, by Reedsport Garage, advising of their claim against Haskin and Brooks in connection with their work on State Highway Contract No. 1682 for the construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County.

It is noted that this claim letter does not state the amount or nature of the claim but that it is stated that a copy of the account has been sent to you, so you are doubtless informed on that point.

We are sending you this notice inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours,

Secretary

MBL

Encl.

cc - Haskin & Brooks

January 24, 1936

Hon. Earl Snell
Secretary of State
Building

Dear Sir:

This acknowledges receipt of your letter of January 22 enclosing three copies of a letter from Reedsport Garage advising of their claim against Haskins and Brooks in connection with their work on the Bolon Island Section of the Oregon Coast Highway, State Highway Contract No. 1682. We note that you have received no other notice of claim in proper form.

We are forwarding copy of the notice to the contractor and to the surety on his bond.

Very truly yours,

Secretary

MBL

COPY

REEDSPORT GARAGE

Buick - Chevrolet

Sales and Service

Firestone and
Goodyear Tires
General Auto Repairing
and Storage
Phone 601
Reedsport, Oregon
Gasoline
and Oil

Nov. 22, 1935

Secretary of State

Salem, Oregon

Gentlemen,

Inclosed find itemized statment of the account of Haskins & Brooks on Job #1682 Bolin Island near Reedsport, Ore.

We are also mailing copy of this account to the Oregon State Highway Comm. and copy to the Associated Indemnity Corp office at Portland Ore.

We have been advised that this is the proper course where a contractor turns a State Job over to their bonding co. for competion, if not please advise.

Very Truly Yours,

Reedsport Garage

By N Hogan Pres.

Endorsed:File # 2498
Filed Nov 25, 1935
Earl Snell
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 22, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a letter from Reedsport Garage advising of their claim against Haskins & Brooks and Associated Indemnity Corporation for work on the Bolin Island Job #10[illegible], which was filed in this office on November 25, 1935.

They were advised to file a proper claim as provided by law, but to date one has not been received.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

:P.
encs. 3

140-C

#168

January 24, 1936

Associated Indemnity Company
Philip S. Carroll, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

With this letter is enclosed a copy of a notice of claim, in the form of a letter, that has been filed in the office of the Secretary of State, from the Reedsport Machine and Boiler Works, against Haskin and Brooks, in connection with their work on State Highway Contract No. 1082, the construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County. We note that the letter states that a copy of the bill has been sent you.

We are sending you this notice inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours,

Secretary

MEL
Encl.
cc - Haskin & Brooks

January 24, 1936

Hon. Earl Snell
Secretary of State
Building

Dear Sir:

This will acknowledge receipt of your letter of January 22 with which you enclose three copies of a letter from the Reedsport Machine & Boiler Works, advising of their claim against Haskin & Brooks in connection with their work on State Highway Contract No. 1582, for the construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County.

We are sending copy of this claim letter to the contractor and to the surety on his bond.

Very truly yours,

Secretary

MBL

REEDSPORT MACHINE & BOILER WORKS
Sawmill and Logging Equipment, Repairs, Marine Work
Welding and Boiler Work
In connection with
Dallas Machine & Locomotive Works
Dallas, Oregon

Reedsport, Oregon
Nov. 29, 1935

Earl Snell
Secretary of State

Dear Sir:

We are enclosing a copy of Haskin and Brooks bill to be filed.

A copy of this bill has also been sent to the Associated Indemnity Co.

I certify this bill is just and correct and for which payment has not been received.

Reedsport Machine & Boiler Works.
By C. H. Bennett.

I, C. H. Bennett, owner of the Reedsport Machine & Boiler Works, do hereby swear that the enclosed bill is ####fair and just, and that payment for same has not been received.

&&&& C. H. Bennett

Subscribed and sworn to before me, a Notary Public for Oregon, this 29 day of November, 1935.

S. S. Smiley
Notary Public for Oregon
(Seal)
My Commission expires Oct. 1, 1939

Endorsed: File #2499
Filed Nov.30, 1935
Earl Snell
Secretary of State.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 22, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a letter from Reedsport Machine & Boiler Works relative to their claim against the bond taken from Haskin & Brooks and Associated Indemnity Company, which was filed in this office on November 30, 1935.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

[illegible]
encs. 3

140-C

#1682

January 24, 1936

Associated Indemnity Corporation
Philip S. Carrell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Enclosed herewith you will find a copy of a notice of claim which has been filed with the Secretary of State, for $4084.86, in the name of Isaacson Iron Works, of Seattle, W Washington, against Haskin & Brooks, for labor, provisions and materials furnished said contractors in connection with their work of construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County (Contract No. 1682).

This notice is being sent to you inasmuch as you appear as surety on the bond furnished by the contractors.

Yours very truly,

Secretary

MBL
Encl.
cc - Haskin & Brooks

January 24, 1936

Hon. Earl Snell, Secretary of State
State Office Building

Dear Sir:

This will acknowledge receipt of your letter of January 22 enclosing three copies of a notice of claim by Isaacson Iron Works, Seattle, Washington, in the sum of $4054.86, against Haskin & Brooks, for labor, provisions and materials furnished these highway contractors in connection with their work of construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County (Contract No. 1682).

A copy of this notice is being sent to the surety and to the contractor.

Very truly yours,

Secretary

MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 22, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Isaacson Iron Works for $4034.86 against the bond taken from Haskins & Brooks Construction Company, principal, and Associated Indemnity Corporation, surety, for work on the Bolin Island Section of the Coast Highway, which was filed in this office on December 30, 1935.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

E.F.
encs. 3

COPY

CLAIM OF ISAACSON IRON WORKS

TO: THE STATE OF OREGON (STATE HIGHWAY COMMISSION AND SECRETARY OF STATE):

NOTICE HEREBY IS GIVEN that the undersigned, ISAACSON IRON WORKS, a corporation, 2917 East Marginal Way, Seattle, Washington, has a claim for labor and material and provisions furnished as follows:

Rental and use of One Isaacson Model S-6 Skraper Buggy, Serial No. 6008 for 55 Cletrac	$ 1,356.66
Rental and use of one Isaacson Model 1-10 Skraper Buggy, Serial No. 8801	$ 1,470.00
Labor, materials, provisions, performed and necessary expenses therefor	$ 1,208.20
	$ 4,034.86

in the sum of $4,034.86 against the bond taken from Haskins and Brooks Construction Company (as principal) and the Associated Indemnity Corporation (as surety) for the work of the contract awarded to Haskins and Brooks Constructinn Company, whose headquarters' address is La Center, Washington, which contract is State Highway Contract No. 1682 and is for grading Bolon Island Section of the Oregon Coast Highway in Douglas County, which contract was dated December 6, 1934, and specified date of completion July 31, 1935, for the amount of $40,364.00 and for which bond was furnished in the same amount. The work consisted of .39 mile of grading.

Signed this 27th day of December, 1935.

ISAACSON IRON WORKS,

(Corporate Seal)

By John Isaacson
President.

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I the undersigned, a Notary Public, do hereby certify that on this 27th day of December, 1935, personally appeared before me JOHN ISAACSON, President of Isaacson Iron Works, the corporation that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation for the uses and purposes therein mentioned, and on oath stated he was authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

INWITNESS WHEREOF I have hereunto set my hand and affixed my official seal the day and year first above written.

Etta A. Anderson
Notary Public in and for the State of Washington, residing in Seattle.

(Notary Seal)

Endorsed: File #2502
Filed December 30, 1935
Earl Snell
Secretary of State.

140-C

#1682

January 24, 1936.

Hon. Earl Snell
Secretary of State
Building

Dear Sir:

This will acknowledge receipt of your letter of January 23 enclosing three copies of a notice of claim by K. R. Richards, Reedsport, Oregon, against Haskin & Brooks, highway contractors, for $393.27, for lumber furnished and labor performed in the trucking of same, in connection with their contract with the State Highway Commission for the construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County (Comtract No. 1682).

We are sending a copy of this notice to the contractor and the surety on his bond.

Very truly yours,

Secretary

MBL

January 24, 1936

Associated Indemnity Corporation
Philip S. Carrell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Attached hereto you will find a copy of a notice of claim that has been filed in the office of the Secretary of State by E. R. Richards, Reedsport, Oregon, against Haskin & Brooks, for $305.27, for lumber furnished and labor performed in the trucking of same in connection with their contract for the construction of the Bolon Island Section of the Oregon Coast Highway in Douglas County (State Highway Contract No. 1632).

This notice is being sent you inasmuch as you appear as surety on the bond furnished by the contractors.

Very truly yours,

Secretary

MBL
Encl.

cc - Haskin & Brooks

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 24 1936
OREGON
STATE HIGHWAY COMMISSION

January 23, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by K. A. Richards for $393.27 against the bond taken from Haskin & Brooks, principal, and Associated Indemnity Corporation, surety, for work on the Bolon Island Section of the Oregon Coast Highway, contract No. 1687.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:TM
encs. 3

COPY

Reedsport, Oregon.

January 8, 1936.

Secretary of State,
State of Oregon,
OREGON STATE HIGHWAY COMMISSION,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned, K. R. Richards, has a claim for material furnished and labor performed, (13,371 ft. Port Orford Cedar: $353.16, trucking of same: $40.11) in the sum of $393.27, against the bond taken from Haskin & Brooks, as principal, and Associated Indemnity Corporation, as surety upon such bond, for the work known as Contract No. 1682, on Bolon or Tideways Island, between Reedsport and Gardiner, in Douglas County, Oregon.

K. R. RICHARDS

Endorsed: File No. 2506
Filed January 22, 1936
EARL SNELL
Secretary of State

#1682

140-C

January 24, 1936.

Associated Indemnity Corporation
    Philip S. Carrell
Wilcox Building
Portland, Oregon

Gentlemen:

Enclosed herewith you will find copy of a notice of claim which has been filed in the office of the Secretary of State by E. R. Richards, Reedsport, Oregon, against Haskin and Brooks, highway contractors, in the sum of $15, for powder furnished these contractors in connection with their work on the Bolon Island Section of the Oregon Coast Highway, Douglas County, (Contract No. 1682).

We are sending you this notice inasmuch as you appear as surety on the bond furnished by the contractors.

Very truly yours,

Secretary

[illegible]
Encl.

cc - Haskin & Brooks

January 24, 1936

Hon. Earl Snell
Secretary of State
Building

Dear Sir:

This acknowledges receipt of your letter of January 23 enclosing three copies of a notice of claim by K. R. Richards against Haskin & Brooks, highway contractors, for $15, for powder furnished in connection with their contract for the construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County, (Contract No. 1682).

Copy of this claim is being sent the contractor and his surety.

Very truly yours,

Secretary

MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 24 1936
OREGON STATE HIGHWAY COMMISSION

January 23, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by K. R. Richards for $15.00 against the bond taken from Haskin & Brooks, principal, and Associated Indemnity Corporation, surety, for work on Bolon Island Section of the Oregon Coast Highway, contract No. 1662, which was filed in this office on January 22nd.

A letter from K.R. Richards stating this claim was filed in this office on November 18, 1935, and copies forwarded to your office.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

[illegible]:I
encs. 3

COPY

Reedsport, Oregon.

January 8, 1936.

Secretary of State,
State of Oregon,
OREGON STATE HIGHWAY COMMISSION,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned, K. R. Richards, has a claim for material furnished, to-wit: powder, in the sum of $15.00, against the bond taken from Haskin & Brooks, as principal, and Associated Indemnity Corporation, as surety upon such bond, for the work known as Contract No. 1682, on Bolon or Tideways Island, between Reedsport and Gardiner, in Douglas County, Oregon.

K. R. RICHARDS

Endorsed: File No. 2505
Filed January 22, 1936
EARL SNELL
Secretary of State

Reedsport, Oregon,
January 20, 1936.

State Highway Commission,
Secretary of State,
Salem, Oregon.

Gentlemen:

We are herewith filing with you our formal claim against Associated Indemnity Corporation for material furnished Haskin and Brooks for use on Bolon Island Grading Job, Oregon Coast Highway, Douglas County, Contract No. 1682.

Also enclosed is copy of recent correspondence between Associated Indemnity Corporation and ourselves.

This for your information; we believe same is self explanatory.

Yours very truly,

KRichards

K. R. Richards.

KRR:S
CC:Secretary of State.

Reedsport, Oregon.

January 8, 1936.

STATE OF OREGON,
OREGON STATE HIGHWAY COMMISSION,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned, K.R.Richards, has a claim for material furnished, to-wit: powder, in the sum of $15.00, against the bond taken from Haskin & Brooks, as principal, and Associated Indemnity Corporation, as surety upon such bond, for the work known as Contract No. 1682, on Bolon or Tideways Island, between Reedsport and Gardiner, in Douglas County, Oregon.

K R Richards

Reedsport, Oregon.

January 8, 1936.

STATE OF OREGON,
OREGON STATE HIGHWAY COMMISSION,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned, K.R.Richards, has a claim for material furnished and labor performed, (13,371 ft. Port Orford Cedar: $353.16, trucking of same:$40.11) in the sum of $393.27, against the bond taken from Haskin & Brooks, as principal, and Associated Indemnity Corporation, as surety upon such bond, for the work known as Contract No. 1682, on Bolon or Tideways Island, between Reedsport and Gardiner, in Douglas County, Oregon.

Richards

COPY

ASSOCIATED INSURANCE COMPANIES
Associated Indemnity Corporation,
Associated Fire & Marien Insurance Company

Head Office, San Francisco.
OREGON DEPARTMENT
Philip S. Carrell, Manager,
408 Wilcox Building,
Portland, Oregon.

January 6, 1936.

Mr. K.R.Richards
Reedsport, Oregon.

Dear Mr. Richards:

We have received notice that your claim has been filed with the Oregon State Highway Commission.

They did not send us a copy of the statement in connection with your claim. We presume that you are claiming only the item of $15.00 which was covered by your statement of July 29th. If we are in correct, please advise and send us a copy of the statement covering your account.

As far as the lumber is concerned you have no claim under the bond for your lumber as it is on the Island and you can go get it at any time as it is your property.

In the event you do not care to wait until Mr. Hall gives us a letter agreeing to allow us credit for this lumber, you may go to see Mr. Hall and help this matter along. As you know we have written Mr. Hall upon two or three occasions endeavoring to get this letter from him, but as yet it has not arrived.

Yours very truly,

ASSOCIATED INSURANCE COMPANIES

(Sig) P.S.Carrell

Manager, Department of Oregon.

PSC VN

COPY

ASSOCIATED INSURANCE COMPANIES,

Portland, Oregon,
January 0, 1936.

Mr. H. K. Richards
Reedsport, Oregon.

Dear Mr. Richards:

I am enclosing herewith copy of a letter received from Mr. Hall.

Apparently, Mr. Hall feels it is up to someone else to look after this lumber during this high tide period, and it would be our suggestion that you do one or two things. Either contact Mr. Hall and secure some committment from him as to whether or not he is going to allow us credit for this lumber.

If not, then you should take possession of the lumber as it would be your property.

Yours very truly,

Associated Insurance Co.

(Signed) Philip S. Carrell,

Mgr. Dept of Oregon.

PSC sg
encl.
cc Home Office.

C O P Y

E C BALL * EUGENE, OREGON.

January 7, 1936.

Associated Insurance Companies,
Portland, Oregon.

Attention: Mr. Carrell

Dear Sir:

We have been having some exceptionaly high tides which have covered the low part of the Bolon Island where the lumber is piled. I sent two men over to tie up the pieses that were afloat but it should all be piled on higher ground.

Very truly,yours

E. C. Ball

By Harry Thoms

sg
cc Home Office

Reedsport, Oregon,
January 17, 1936.

Associated Insurance Companies,
408 Wilcox Building,
Portland, Oregon.

Attention: Mr. Philip S. Carrell, Mgr.,

Gentlemen:

Your letter of January 6th, relative to my claim for lumber sold to Haskin and Brooks, received. Also your letter of January 10th.

At your request I am enclosing herewith a statement of this account. You will note that this is the same statement which I gave Ralph Haskins to hand to you, and the same as statement forwarded to you on November 15th, and the same statement I talked with you personally about in the Reedsport Garage during November. I have furnished besides yourself, copies of this statement, to the State Highway Commission, The Secretary of State and Haskin and Brooks. The amount of the lumber account being $393.27. Copies of the account for powder used on the job - amount $15.00 - have been sent to all of the above named parties.

As I advised you on December 4th, Mr. Hall, the present contractor, states that the question of material to be used on this job is not up to him; that he will build the cattle pass out of any material which may be designated by the Highway Department and the Engineer in charge. I also advised you at that time what the engineer said, that the lumber will fit the specifications and that the only difference seems to be two extra sets of posts, and the engineer feels that these posts may not be absolutely necessary in the proposed structure. However, it seems to me that this matter of whether this material will be used, and when, is not pertinent, so far as I am concerned. I sold the lumber to Haskin and Brooks, while they were still the contractors on this job; the lumber was intended for use on this job; the lumber was up to specifications and was accepted by Haskin and Brooks; they took delivery of same at the Port Dock, helped to unload it there and later transferred it to the site of the job, where it now is. My agreement with Haskin and Brooks was completed when they checked over the lumber, took delivery and agreed to pay for it. This lumber was moved from the Port Dock property by Haskin and Brooks' men, with equipment hired by Haskin and Brooks and then again handled off the barge onto the Island by Haskin and Brooks men.

I note that you state in your letter of January 6th that the lumber is mine and that I can go get it any time. I believe I have already explained fully that this order was a special order - I do not stock Port Orford Cedar and would be unable to dispose of it. The lumber was purchased by me and sold to Haskin and Brooks, terms cash. Being a special order it would have little resale value. In addition, it would be necessary to have the lumber hauled from its present location to the river, by either team or caterpillar, barged to this side of the river and trucked back to my yard; this would cost approximately $50.00. Further, I am advised, it would be almost an impossibility to get this lumber back due to the fact that the ground is so muddy and soft on the island that a team or caterpillar could not work.

I therefore intend to treat the matter for what it is, an actual outright sale of material to Haskin and Brooks, for use in completing their contract. If it were not for the failure of Haskin & Brooks to complete their contract with the State, this material would now be a part of the completed structure for which it was intended.

No doubt you will recall that at the time I first talked with you in the Reedsport Garage during November, you advised me that my accounts were in line and that I could expect a settlement in full, for at least the lumber account, before the end of December. In view of this conversation it seems to me that your present stand is somewhat reversed.

Awaiting your further advices in the matter, and in anticipation of an immediate settlement, I am

Yours very truly,

K. R. Richards.

KRR:S

CC-State Highway Dept.

#1682

January 23, 1936

Hon. Earl Snell
Secretary of State
Building

Dear Sir:

This acknowledges receipt of your letter of January 22, enclosing three copies of a notice of claim in the form of a letter from Jacobs Welding & Machine Works, Reedsport, Ore., setting forth the indebtedness to them of Haskin & Brooks, highway contractors, in the amount of $713.36, for labor, welding supplies and other material furnished them in connection with their work on the Bolon Island Section of the Oregon Coast Highway, in Douglas County, State Highway Contract No. 1682.

We are sending copy of this notice to the contractor and to the surety on his bond.

Very truly yours,

Secretary

MBL

January 25, 1936.

Associated Indemnity Corporation
Philip S. Carroll, Agent
Wilcox Building
Portland, Oregon

Dear Sir:

Attached hereto is a copy of a notice of claim that has been filed in the office of the Secretary of State by the Jacobs Welding & Machine Works of Reedsport, Oregon, for labor, welding supplies and other material in the sum of $715.56 against Haskin & Brooks, in connection with their work in the construction of the Bolon Island Section of the Oregon Coast Highway, State Highway Constract No. 1682.

We are sending you this notice inasmuch as you appear as surety on the bond furnished by this contractor.

Very truly yours,

Secretary

[illegible]

Encl.

cc - Haskin & Brooks

COPY

Farm, Road and Logging
Machinery Repairing

Electric and Oxy-acetylene
Welding Works

JACOBS WELDING & MACHINE WORKS

Tom Jacobs, Proprietor

Reedsport, Oregon.

Dec. 20, 1935

Earl Snell
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned Jacobs Welding & Machine Works of Reedsport, Oregon, has a claim for labor, welding supplies and other material in the sum of seven hundred thirteen dollars and seventy-six cents ($ 713.76) against the bond taken from Haskins & Brooks, as principal, and Associated Indemnity Company, as surety, for the work done in connection with grading the Bolon Island section of the Oregon Coast Highway on State Highway Contract No. 1682.

This notice is being sent you on advice of the State Highway Commission.

Yours truly,

Jacobs Welding & Machine Works

Reedsport, Oregon

By Tom Jacobs

Endorsed: File #2495
Filed Dec. 23, 1935
Earl Snell
Secretary of State.

#1682

January 23, 1936

Hon. Earl Snell
Secretary of State
Building

Dear Sir:

This acknowledges receipt of your letter of January 22 enclosing three copies of a notice of claim by Clyde Equipment Company for $4124.42 against the bond taken from Haskin & Brooks, principal, and Associated Indemnity Corporation, surety, for rental of machinery, miscellaneous supplies, and repair parts, furnished said contractors in connection with their work on State Highway Contract No. 1682, construction of the Bolon Island Section of the Oregon Coast Highway in Douglas County..

We are forwarding a copy of the notice to the contractor and to the surety on his bond.

Very truly yours,

Secretary

MBL

January 23, 1936

Associated Indemnity Corporation
Philip S. Carrell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a notice of claim that has been filed in the office of the Secretary of State by the Clyde Equipment Company, Portland, for rental on machinery, miscellaneous supplies and repair parts in the sum of $4,124.42, against Haskins & Brooks, La Center, Washington, in connection with their work on the Bolon Island Section of the Oregon Coast Highway, State Highway Contract No. 1682.

This notice is being sent you because you appear as surety on the bond furnished by Haskin and Brooks.

Very truly yours,

Secretary

MRL

Encl.

cc - Haskin & Brooks

Portland, Oregon
January 21, 1936

State of Oregon,
Salem, Oregon.

Notice is hereby given that the undersigned Clyde Equipment Company, Portland, Oregon has a claim for rental on machinery, miscellaneous supplies and repair parts in the sum of Four thousand, one hundred twenty four dollars and forty two cents ($4,124.42) against the bond taken frm Haskin & Brooks, La Center, Wash., by the Associated Indemnity Corporation for the work of Contract #1682 Bolon Island Section of the Oregon Coast Highway in Douglas County 0.39 mile of grading.

Clyde Equipment Company

By H. R. LaBonte
Treasurer

Endorsed: File No. 2504
Filed January 22, 1936
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 22, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Clyde Equipment Company for $4124.42 against the bond taken from Haskin & Brooks, principal, and Associated Indemnity Corporation, surety, for work on the Bolon Island section of the Oregon Coast Highway, contract No. 1652, which has been filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

[illegible]
encs. 3

#1682

110 - C

January 22, 1936

CLYDE EQUIPMENT COMPANY
1651 N. W. Thurman Street
Portland, Oregon

Attention H. R. LaBonte, Treasurer

Gentlemen:

We are inrreceipt of your letter of January 21 enclosing formal notice of your claim against Haskin & Brooks, La Center, Washington, for rental on machinery, miscellaneous supplies and repair parts, in the total sum of $4,124.42, in connection with their contract with the State Highway Commission for the construction of the Bolon Island Section of the Oregon Coast Highway, otherwise known as Contract No. 1682.

In reply thereto we would say that filing of this notice with us is not sufficient to protect your claim. In accordance with the provisions of Chapter 260, Oregon Laws 1931, copy of which is enclosed, your claim should be filed with the Secretary of State, in form substantially as there illustrated. It would also be well for you to notify the bonding company, Associated Indemnity Corporation, of your claim. Their agent is Philip S. Carrell, Wilcox Building, Portland.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

Encl.

January 22, 1936

Associated Indemnity Corporation
Philip S. Carrell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Clyde Equipment Company, 1631 N. W. Thurman Street, Portland, notifying us of their claim, in the amount of $4,124.42, against Haskin and Brooks, La Center, Washington, for rental on machinery and for miscellaneous supplies and repair parts, furnished in connection with their State Highway Contract (No. 1682) for the construction of the Bolon Island Section of the Oregon Coast Highway.

We are sending you this notice inasmuch as you appear as surety on the bond furnished by Haskin and Brooks in connection with this contract.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Haskin & Brooks

C. A. LUSTER, PRESIDENT
J. R. McGIFFERT, VICE PRESIDENT

O. B. BJORGE
SECRETARY AND GENERAL MANAGER

H. R. LaBONTE, TREASURER
M. W. LEPP, ASST. SECRETARY

CLYDE EQUIPMENT COMPANY

1631 N.W. THURMAN ST.
PORTLAND, OREGON

3410 FIRST AVENUE SOUTH
SEATTLE, WASHINGTON

EQUIPMENT
FOR LOGGERS - CONTRACTORS - RAILROADS - INDUSTRIAL PLANTS

PORTLAND, OREGON

Jan. 21, 1936

State Highway Commission,
State of Oregon,
Salem, Ore.

Gentlemen:

We are enclosing herewith formal notice in connection with our account against Haskin & Brooks for rental of equipment, miscellaneous supplies and repairs furnished them on their contract No. 1682 covering the Bolon Island Section of the Oregon Coast Highway in Douglas County.

We trust the enclosed filing is in order and ask that receipt of same please be acknowledged. Thanking you, we are

Very truly yours,
CLYDE EQUIPMENT COMPANY,

H R LaBonte
Treasurer

HRL:EL

Portland, Oregon
January 21, 1936

State of Oregon,
Salem, Oregon.

Notice is hereby given that the undersigned Clyde Equipment Company, Portland, Oregon has a claim for rental on machinery, miscellaneous supplies and repair parts in the sum of Four thousand, one hundred twenty four dollars and forty two cents ($4,124.42) against the bond taken from Haskin & Brooks, La Center, Wash., by the Associated Indemnity Corporation for the work of Contract #1682 Bolon Island Section of the Oregon Coast Highway in Douglas County 0.39 mile of grading.

Clyde Equipment Company

By__________________________

Treasurer.

#1682

140-C

January 3, 1936

Associated Indemnity Corporation
Philip S' Carrell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of notice of claim that has been filed in the office of the Secretary of State by H. K. Richards, Reedsport, Oregon, against Haskin & Brooks, highway contractors, for materials furnished them by said Richards in connection with their Bolon Island grading job, on the Oregon Coast Highway, Douglas County, otherwise known as State Highway Contract No. 1682.

This notice is being sent you inasmuch as you appear as surety on the bond furnished by Haskin & Brooks.

Very truly yours,

Secretary

MBL

Encl.

cc - Haskin & Brooks

January 3, 1936

Hon. Earl Snell
Secretary of State
Building

Dear Sir:

This acknowledges receipt of your letter of January 2, enclosing three copies of a notice of claim by H.K.Richards against Haskin & Brooks, highway contractors, for material furnished said Haskin & Brooks for use in connection with their Bolon Island grading job, Oregon Coast Highway, Douglas County, otherwise known as State Highway Contract No. 1682.

We are forwarding copy of the notice to the contractor and to the surety on his bond.

Very truly yours,

Secretary

MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 2, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information, three copies of a letter from [illegible] Richards stating that he has a claim against Brooks and Haskins for work on the [illegible] section of the Oregon Coast Highway, filed in this office on November 18, 1935.

Mr. Richards was sent a copy of Section 67-1101, Oregon Code 1930, but to date an amended notice of claim has not been filed in this office,

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

[illegible]
encs. 3

COPY

Reedsport, Oregon.

November 15, 1935.

Mr. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

For the information of your office we are today filing our unpaid account against Brooks and Haskins with State Highway Department and Associated Indemnity Company.

Material per attached statements was furnished said Brooks and Haskins for use on Bolon Island Grading Job, Oregon Coast Highway, Douglas County.

Yours very truly,

K. R. Richards.
Reedsport, Oregon.
(signed) K. R. Richards.

KRR.S

Endorsed: File #2496
Filed, Nov 18, 1935
Earl Snell
Secretary of State.

#1682

December 27, 1935

Seaman & Seaman
Attorneys at Law
208-9-10 Hall Building
Marshfield, Oregon

Gentlemen:

This acknowledges receipt of your letter of December 23 with reference to the claim of your clients, The West Coast Telephone Company, against Haskins and Brooks for telephone expenses incurred by the latter in connection with their contract with the State Highway Commission for construction of the Bolon Island Section of the Oregon Coast Highway, in the amount of $119.90. We note your request that we furnish you with regular form blank to use in filing your claim against the bonding company.

We do not put out any blanks for this purpose, but we are handing you herewith a mimeographed copy of Chapter 280, Oregon Laws 1931, in which is prescribed the method of filing claims, and in which you will find a suggested form of notice of claim. This notice should be sent to the Secretary of State as well as to the bonding company, The Associated Indemnity Corporation, for whom Philip S. Carrell is agent, with offices in the Wilcox Building, Portland.

Trusting that this supplies the information needed to enable you properly to protect your clients' claim,

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

Encl.

December 27, 1935

Associated Indemnity Corporation
Philip S. Carrell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have received from Seaman & seaman, Attorneys at Law, for their client, West Coast Telephone Company, notice of the latter's claim against Haskins and Brooks in the amount of $119.90, for telephone expenses incurred by them in connection with their contract with the State Highway Commission for the construction of the Bolon Island Section of the Oregon Coast Highway, State Highway Contract No. 1682.

This information is given you since our records show that you are the surety on the bond furnished by Haskins and Brooks in connection with this project.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MHL

cc - Haskins & Brooks

SEAMAN & SEAMAN
ATTORNEYS AT LAW
208-9-10 HALL BUILDING
MARSHFIELD, OREGON

ALBERT E. SEAMAN
WESLEY A. SEAMAN

TELEPHONE 224

Dec. 23, 1935.

State Highway Dept.
Salem, Oregon.

Gentlemen:

As attorney for the West Coast Telephone Co. we would like to find out about the bond of contractors Haskins & Brooks, on the approach to the Reedsport bridge.

This firm incurred telephone expenses while they were doing this work to the extent of $119.90.

My clients have written in to the Associated Indemnity Corp., 408 Wilcox Building, Portland but evidently received no reply to their letter dated November 29,1935.

We would like to have you furnish us with regular form blank to file a claim against the bond of this concern so as to protect our client's interest. Thanking you for same and any additional information you may give us to assist us in properly presenting this matter and protecting client's interest, I remain

Yours truly,

SEAMAN & SEAMAN
By W A Seaman

WAS M

140-C

December 27, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Bolon Island Section, F. A. Project No. 140-C.

We are sending, under separate cover, five blueprint copies of the plan typical cross-section sheet, which was inadvertently omitted when the plans were submitted.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. N. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 140-C

BOLON ISLAND SECTION OF THE

OREGON COAST HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 12, 1935

Statement of Completed Federal Aid Work to be submitted prior to submission of final voucher.

New Work

126,500	cu. yds.	Excavation, Single Classification	$0.55	$ 69,575.00
4,000	yd. mi.	Truck Haul	0.15	600.00
.39	mile	Finishing Roadbed and Slopes	400.00	156.00
2,900	cu. yds.	Crushed Gravel Surfacing	2.00	5,800.00
250	cu. yds.	Filler	0.40	100.00
500	yd. mi.	Hauling Filler	0.20	100.00
30	M-Gal.	Sprinkling	1.50	45.00
400	cu. yds.	Mineral Aggregate in Place	3.65	1,460.00
27	tons	No. 3 Road Oil in Place	30.00	810.00
4	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	120.00
		Subtotal		$ 78,766.00
		10% Engr. & Cont.		7,876.60
		Total		$ 86,642.60

Length 0.389 mile
Cost per mile $ 222,731.62

Federal Aid Funds Requested- $ 52,851.98 (61%)
State Funds- 33,790.62

$ 86,642.60

State Funds for Constr: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maint: Chap. 41, Laws 1927

FORM 9-A-1 12950 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

11

December 23, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Associated Indemnity Copporation
P. S. Carrell, Manager
408 Wilcox Building
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of December 21 answering our letter of December 19, concerning a blanket assignment from Haskin & Brooks Construction Company on contract #1682.

In reply to your last letter, I would say that this department was requested to secure the blanket assignment on our standard forms as submitted to you with my letter of December 19, but would say that any blanket assignment, in whatever form, would will still under the Secretary of State's requirements call for a separate signed assignment form on each individual voucher, the blanket assignment being for the purpose of assuring each voucher being written up in favor of the assignee.

If the blanket assignment is desired, I would therefore request that three of the forms I submitted be returned properly executed and witnessed.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Auditor

CFS:IS
✓ cc H. B. Glaisyer

NOTED
H. B. GLAISYER

FORM 5-A-1 13859 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

14 C

December 19, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Associated Indemnity Corporation
Mr. J. S. Carrell, Manager
408 Wilcox Building
Portland, Oregon

Gentlemen:

As you will remember, we secured the necessary copies of assignment of estimate 11 on contract #1682, covering work on the Bolan Island section on the Oregon Coast Highway in Douglas County.

I am of the opinion that Haskin & Brooks Construction Company intended to issue a blanket assignment to your company but that it was not on the acceptable form, and I am accordingly forwarding for your convenience, in quadruplicate, a form for blanket assignment of all money due or to become due on this contract, and in case the construction company wishes to assign the entire future payments on the contract, please have them execute before witnesses three copies of this assignment and return them to this office. In such case, future estimate vouchers will have a regular blank attached when they are sent out for signature. If the blanket assignment is not desired, please advise.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl F Smith
Auditor

CFS:IS
Encl.
✓ cc H. B. Glaisyer

December 17, 1935

Ballinger, Clark, Mathewson & Force
Attorneys at Law
1044 Henry Building
Seattle, Washington
Attention Newman H. Clark

Gentlemen:

Reply is made to your letter of the 13th inst., requesting information as to how to file a claim against Haskins and Brooks Construction Company, who have a contract with the State Highway Commission, in Douglas County.

To provide you with the information requested, I am enclosing a copy of Chapter 280, Oregon Laws 1931, in which you will find a form which should be used in filing your claim. In reading this, you will note that the claim should be filed with the Secretary of State prior to the expiration of a period of six months from the date of the completion of the project. The job has not yet been finaled, so you have plenty of time within which to file this claim with the Secretary of State.

The contract to which you refer is State Highway Contract No. 1682, and is for grading Bolon Island Section of the Oregon Coast Highway in Douglas County. In connection therewith Haskins and Brooks Construction Company was required to furnish the state with a surety bond to insure the satisfactory completion of the project and to protect claims. This bond was written by the Associated Indemnity Corporation, for whom Philip S. Carrell is attorney-in-fact, with offices in Room 408, Wilcox Building, Portland.

The above information is sufficient for the purpose of filing claims. However, the following information is pertinent to the job: Date of contract, December 6, 1934; specified date of completion, July 31, 1935; amount of contract, $40,364.00; amount of bond, $40,364.00. The work consisted of .39 mile of grading. The contract was awarded to Haskins and Brooks Construction Company, whose headquarters address is La Center, Washington.

very truly yours,

STATE HIGHWAY COMMISSION
By

HBG:MBL
Secretary

Encl.

BALLINGER, CLARK, MATHEWSON & FORCE
ATTORNEYS AT LAW
1044 HENRY BUILDING
SEATTLE

JOHN H BALLINGER
NEWMAN H. CLARK
MARK F. MATHEWSON
HORTON C FORCE

JOSEPH S. PEARSON

December 13, 1935

State Highway Department,
Salem, Oregon.

Gentlemen:

We wish to file a claim against the job contracted for by Haskin & Brooks Construction Co. Inc. which we understand is being completed by the Associated Indemnity Corp. Kindly furnish us with forms and the state statute with reference to filing claims, together with road and job date, contract price and other information necessary in filling out the claim.

Very truly yours,

Newman H. Clark

NHC:VS

ACKNOWLEDGED
H. B. GLAISYER

#1682

140 C

December 17, 1935

Associated Indemnity Corporation
Philip S. Carrell, Attorney-in-Fact
Room 408, Wilcox Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a notice of claim that has been filed in the office of the Secretary of State by Bruce Haskin against Haskin & Brooks Construction Company, Highway Contractors, in the sum of $271.00, for labor performed as mechanic and drill dresser, in connection with their contract with the State Highway Commission for grading the Bolon Island Section of the Oregon Coast Highway, State Highway Contract No. 1682.

This notice is being sent you inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL
Encl.
cc - Haskin & Brooks

December 17, 1935

Hon. Earl Snell
Secretary of State
Building

Dear Mr. Snell:

This acknowledges receipt of your letter of the 13th inst., enclosing three copies of a notice of claim by Bruce Haskin for $2271.00 against the bond taken from Haskin & Brooks, principal, and Associated Indemnity Corporation, surety, for work on the Bolon Island Section of the Oregon Coast Highway, in Douglas County, being State Highway Contract No. 1682.

We are forwarding a copy of the notice to the contractor and to the surety on his bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 13, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed with this letter, three copies of a notice of claim by Bruce Haskin for $2271.00 against the bond taken from Haskin & Brooks, principal, and Associated Indemnity Corporation, surety, for work on the Bolon Island section of the Oregon Coast Highway, which was filed in this office on December 10th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

[illegible] F.
encs. 3

NOTICE OF CLAIM AGAINST BOND FOR PUBLIC CONTRACT

TO the State of Oregon:

NOTICE IS HEREBY GIVEN that the undersigned Bruce Haskin has a claim for labor performed as mechanic and drill dresser, consisting of repairing tractors, jack hammer and compressor, and sharpening tools, in the sum of $2,271.00 against the bond taken from Haskin & Brooks, contractors, as principals, and Associated Indemnity Corporation, as surety, for the work of grading 0.39 of a mile of the Oregon Coast Highway in Douglas County, Oregon, on the Bolon Island section.

Bruce Haskin

Endorsed: File # 2492
December 10, 1935
Earl Snell
Secretary of State.

STATE OF WASHINGTON)
ss
County of Clark)

I, Ralph Haskin, being first duly sworn, say on my oath that I performed labor for the prosecution of the work of Haskin & Brooks, as contractors for the work of grading 0.39 of a mile of the Oregon Coast Highway on the Bolon Island section; that payment for the same has not been made, and that I desire to be furnished with a certified copy of the said contract and the statutory contractor's bond given in connection therewith.

Ralph Haskin.

Subscribed and sworn to before me this 7th day of December, 1935.

(Seal) Charles W. Hall
Notary Public for Washington
residing at Vancover, therein.

Endorsed: File # 2492
Filed December 10,1935
Earl Snell
Secretary of State.

Baldock —

December 16, 1935

COST ANALYSIS TO DECEMBER 15, 1935

140e

Oregon Coast Highway, Bolon Island Section, Grading, Contract 1682
Prefix 10-1003

Haskins and Brooks Const. Co.
Glenn Roberts, Resident Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$1865.80	95%	- - -	- - -	$3800.00
Excavation Single Class	51365.75	98031 Cu.Yd.	0.524	0.32	31369.92
Rounding Cut Banks	50.00	500 L. F.	0.10	0.10	50.00
12" Corrugated Iron Pipe	77.00	70 L. F.	1.10	1.35	94.50
TOTAL	$53,348.55				$35,314.42

Cost	$53,348.55
Gross Revenue	35,314.42
Net Loss	$18,034.13

Loss equals 51% of Gross Revenue

NOTED
State Highway Engineer

COST ANALYSIS TO DECEMBER 15, 1935

Oregon Coast Highway, Bolon Island Section, Grading, Contract 1682

Prefix 10-1003

Haskins and Brooks Const. Co.
Glenn Roberts, Resident Engineer

DETAIL OF COST

Labor:

Labor	$12,715.70	
Supervision (Sup't)	1,882.70	
Supervision (Brooks, 10 mos. $150.00)	1,500.00	
State Industrial Accident Insurance	652.12	$16,750.52

Material:

12" Corrugated Iron Culvert Pipe, 70 L.F. at $0.82	57.40	
12" " " " " Bands, 3 each at $1.05	3.15	60.55

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	$12,551.21	
Gas, Oil & Grease	6,494.05	
Explosives	8,269.38	
Repairs on Equipment	2,041.80	
Cartage Moving Equipment In & Out	810.79	
Small Tools, Supplies and Miscellaneous	1,830.67	
Telephone, Travel and Overhead Expense	971.51	
Interest on Money	508.77	
Cable for Dragline	1,212.46	
Modification of Dragline Buckets	274.49	
Lumber and Supplies for Temporary Construction	108.71	
Bond 1% of Gross Revenue	403.64	
Home Office 3% of Gross Revenue	1,060.00	$36,537.48

COST GRAND TOTAL............................. $53,348.55

COST ANALYSIS TO DECEMBER 15, 1935

Oregon Coast Highway, Bolon Island Section, Grading, Contract 1682
Prefix 10-1003

Haskins and Brooks Const. Co.
Glenn Roverts, Resident Engineer

REMARKS:

This job was started Dec. 20, 1934, and to December 1, was about 88% complete. Due to financial difficulties caused by losses on this job, the contractors were unable to complete, and the remaining 12% will be finished by the bonding company (Associated Indemnity Corporation) who have made arrangements with E. C. Hall, Contractor, to do the work.

The contractors underestimated the quantity of solid excavation and figured on only about 20% solid and 80% common, whereas there was about 75% solid and 25% common, as was estimated by the locating engineer. Their bid was therefore low, and the equipment used was not efficient for solid excavation.

The excavation material was located in one large cut (135 feet above grade) on the south edge of the island. Material from this cut was hauled to make a fill 1600 feet long, across a swamp to the north edge of the island; the material consisted of earth, soft sandstone, hard sandstone and slate. It was necessary to drill and blast about 74,000 cubic yards which cost about $0.16 per cubic yard. The drilling and blasting was not done systematically nor efficiently, which increased cost.

Excavation was started Feb. 4th, with a dragline equipped with a 2½ Cu. Yd. bucket and powered with a 120 H.P. diesel donkey. Poor progress was made due to rain, long haul, rock encountered too hard to dig without shooting, delays caused by breakdowns, changing cable and the modifying and changing of buckets. About 19,400 Cu. Yds were excavated with the dragline in 965 hours, an average of 20 Cu. Yds. per hour. A 55 H.P. Cletrac and a doser were used to move material to the dragline and were also used to spread and compact fill. After the fill was built out about 400 feet, cats and Carry All Scrapers were moved on the job, and the dragline equipment was moved out.

One 75 H.P. A.C. Tractor, one 50 H.P. A. C. Tractor, one 55 H.P. Cletrac, one 10-Cubic yard and two 6 cubic yard Carry All Scrapers, and one Bulldoser were used for excavating after the dragline was moved out. From two to four, five-hour shifts were worked per day. Poor progress was made as this equipment was not suitable for rock excavation; the rock was not shot up properly, and the grade (about 30%) was too steep on return trips.

E. H. Clymer
Cost Analyst

#168

140C

December 14, 1935

Associated Indemnity Corporation
Philip S. Carrell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have received from Mr. Paul Bernhardt, Reedsport, Oregon, notice of his claim in the sum of $21.51 against Haskins and Brooks, for materials and services furnished them in connection with their contract with the State Highway Commission for construction work on the Bolon Island Section of the Coast Highway, in Douglas County, (State Highway Contract No. 1682)

This information is given you since our records disclose that you wrote the bond which was furnished by Haskins and Brooks in connection with this project.

Yours very truly,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Haskins & Brooks

December 13, 1935

Mr. Paul Bernhardt
Reedsport, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 9 in which you give notice that you have a claim of $2151 against the bond taken from Haskins and Brooks as principal and the Associated Indemnity Corporation as bondsman, or surety, for materials and services furnished Haskins and Brooks by you in connection with their contract with the State Highway Commission for construction work on the Bolon Island Section of the Coast Highway, in Douglas County, being Highway Contract No. 1682.

In reply, I would say that your notice to us does not protect your claim. You should file notice of your claim with the agents of the bonding company,- namely, Philip S. Carrell, Wilcox Building, Portland, and also with the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

Encl.

REEDSPORT, OREGON,
Dec.9,1935.

Oregon State
Highway Commission,
Salem, Oregon,

Notice is hereby given that the undersigned, Paul Bernhardt, has a claim for materials and services furnished in the amount of $21,51 against the bond taken from Haskins & Brooks as principal and the Associated Indemnity Corporation as bondsmen under contract for work on Bolon Island section of the Coast Highway in Douglas County, Oregon.

A copy of the itemized claim is hereto attached.

Paul Bernhardt

REEDSPORT, [illegible]ON Dec.9, 1935

M HASKINS & BROOKS CONTRACTORS

In Account with

PAUL BERNHARDT

PLUMBING and HEATING

Perfection Milking Machines - Kohler Farm Lighting Systems
Wade or Vaughn Drag Saws with Pole Attachments
Farm Implements and Fencing

8 Per Cent Interest Charged After 30 Days

1935 July	9	1 - 3/4" sleeve,	15
		1 - 3/4" x 1/2" sleeve	15
		2 - 3/4" x 6" galv.nipples,	30
	16	1 - 3/4" x 6" " " ,	15
		1 - 1/2" x 6" " " ,	15
	18	5 - 1" x 2½" nipples,	1 00
		28" - 1" pipe	40
		1 - 1" galv.Tee,	25
		1 - 3/4" bibb,	1 50
		4 - 1" x 3/4" reducers,	1 00
		2 pcs. 3/4" pipe, 21½",	40
		6 - 3/4" str.ells,	90
		5 ft. 3½" pipe,extra heavy,	5 00
	24	2 - 1/2" x 3/8" bushings,	30
[illegible]	5	10'5"- 3/4" galv. pipe,	1 15
		Cutting & threading,	25
	23	6' - 3/8" pipe,	48
		1 - 3/8" str.ell,	15
		1 - 3/8" gr.jt.union,	25
Sept.	4	4 - 1" thrds cut,	20
	6	6' - 1" galv.pipe,	50
	10	Cutting & threading,	25
	21	6½" - ½" co pper tubing,	10
		Brass connectors, pipe thrd'd male end, 3/4" x 1/2"	75
		Cutting & threading pipe	20
$$%.		Amount for'd	15 93

REEDSPORT, O ON, Dec. 9, 193

M. BASKINS & BROOKS CONTRACTORS

In Account with

PAUL BERNHARDT

PLUMBING and HEATING

Perfection Milking Machines - Kohler Farm Lighting Systems
Wade or Vaughn Drag Saws with Pole Attachments
Farm Implements and Fencing

8 Per Cent Interest Charged After 30 Days

1935				
		Amount for'd	15	93
Oct.	8	1 - 1" thread cut,		20
		6' - 1" pipe,		60
	16	7' - 1" glav.pipe, cut & threaded,	1	05
		3 - 1" str.ells,		75
		2 - 1" nipples,		40
	17	3' 7'- 1" pipe, cut & threaded,	1	35
		1 - 1" tee,		25
		2 - 1" x 9" nipples cut to order,	1	00
			R 1	51

#1682

140 C

December 14, 1935

Honorable Earl Snell,
Secretary of State,
Building.

Dear Sir:

This acknowledges receipt of your letter of December 13 enclosing copies of notice of the claim which has been filed by Paul Bernhardt for $21.51 against the bond taken from Haskin & Brooks in connection with State Highway Contract No. 1682 for the construction of the Bolon Island Section of the Oregon Coast Highway.

In accordance with the usual practice, we are today sending copies of this notice to the contractor and the surety.

Yours very truly,

Secretary

HBG:D

#1682

December 14, 1935

Associated Indemnity Corporation,
Phillip S. Carmel, Agent,
Wilcox Building,
Portland, Oregon.

Gentlemen:

We are attaching a copy of notice of the claim in the amount of $21.51 which has been filed by Paul Bernhardt against the bond furnished by the Haskin & Brooks Construction Company in connection with State Highway Contract No. 1682 for the construction of the Bolon Island Section of the Oregon Coast Highway, Douglas County.

This information is given to you as you appear as surety on the bond involved.

Yours very truly,

Secretary

HBG:D
Encl

cc-Haskins & Brooks
Constr. Co.,
La Center, Wash.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 13, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Paul Bernhardt for $21.51 against the bond taken from Haskins & Brooks, principal, and Associated Indemnity Corporation, surety, for work on the Bolon Island section of the Coast Highway in Douglas County.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

ES:F
encs. 3

COPY

Reedsport, Oregon.
Dec.9, 1935.

Hon. Earl Snell,
Secretary of State,
Salem, Oregon.

Notice is hereby given that the undersigned, Paul Bernhardt, has a claim for materials and services furnished in the amount of $21.51 against the bond taken from Haskins & Brooks as principal and the Associated Indemnity Corporation as bondsmen under contract for work on Bolon Island Section of the Coast Highway in Douglas County, Oregon.

A copy of the itemized claim is heretoattached.

Paul Bernhardt.

****

Reedsport, Oregon, Dec.9, 1935

M Haskins & Brooks Contractors

In Account with
PAUL BERNHARDT
Plumbing and Heating
Perfection Milking Machines-Kohler Farm Lighting Systems
Wade or Vaughn Drag Saws with Pole Attachments
Farm Implements and Fencing
8 Per Cent Interest Charged After 30 Days.

1935				
July	9	1-3/4" sleeve	.15	
		1-3/4" x 1/2" sleeve	.15	
		2-3/4" x 6" galv-nipples	.30	
	16	1-3/4"x 6" " "	.15	
		1-1/2"x6" " "	.15	
	18	5-1" x 2½" nipples	1.00	
		28"-1" pipe	.40	
		1-1" gal-Tee	.25	
		1-3/4" bibb	1.50	
		4-1" x 3/4 reducers	1.00	
		2 pcs. 3/4 pipe, 21½"	.40	
		6- 3/4" str.ells	.90	
		5 ft. 3½" pipe, extra heavy.	5.00	
	24	2-1/2" x 3/8" bushings.	.30	
	5	10'5"-3/4" galv. pipe	1.15	
		Cutting & threading	.25	
	23	6'- 3/8" pipe	.48	
		1-3/8" str.ell	.15	
		1-3/8" gr.jt.union	.25	
Sept.	4	4-1" thrds cut	.20	
	6	6'-1" galv.pipe	.50	
	10	Cutting & threading.	.25	
	21	6½'-½" copper tubing.	.10	
		Brass connectors, pipe thrd'd male end, 3/4x1/2"	.75	
		Cutting & threading pipe	.20	
			15.93	
1935		Amount for'd	15.93	
Oct.	8	1-1" thread cut,	.20	
		6'-1" pipe	.60	
	16	7'-1" galv.pipe, cut & threaded,	1.05	
		3-1" str.ells,	.75	
		2-1" nipples	.40	
	17	8' 7" 1" pipe, cut & threaded,	1.33	
		1-1" tee,	.25	21.51
		2-1" x 9" nipples cut to order	1.00	

Endorsed:File No.2493
Filed December 12,1935
Earl Snell
Secretary of State.

FORM 9-K-1 3M 9-28
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

14 C

December 11, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
Roseburg, Oregon

Dear Sir:

I believe the completion date was purposely left out of the sub-contract on the Heskins & Brooks Bolon Island contract and that Mr. Baldock wrote a letter to E. C. Hall, advising him that he would be given an extension of time, to date from the opening of the bridge to traffic. This extension, I believe, was to be 75 days from that time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

#1682

1406

December 10, 1935

Honorable Earl Snell,
Secretary of State,
Building.

Dear Sir:

This acknowledges receipt of your letter of December 9 enclosing copies of notice of claim in the amount of $2003.80 which has been filed by Ralph Haskin against the bond taken from Haskin and Brooks Construction Company in connection with State Highway Contract No. 1682 for the construction of the Bolon Island Section of the Oregon Coast Highway, Douglas County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Yours very truly,

Secretary

D

December 10, 1935

Associated Indemnity Corporation,
Phillip S. Carrel, Agent,
Wilcox Building,
Portland, Oregon.

Gentlemen:

We are attaching a copy of notice of claim in the amount of $2003.80 which has been filed by Ralph Haskin against the bond furnished by Haskin & Brooks Construction Company in connection with State Highway Contract No. 1682 for the construction of the Bolon Island Section of the Oregon Coast Highway, Douglas County.

This information is given to you as you appear as surety on the bond involved.

Yours very truly,

Secretary

D

cc-Haskin & Brooks
Construction Co.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 9, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Ralph Maslin for $2003.30 against the bond taken from Maslin & Brooks, principal, and Associated Indemnity Corporation, surety, for work on the Bolon Island Section of the Oregon Coast Highway, which was filed in this office on December 5th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

[illegible]
encs. 3

COPY

NOTICE OF CLAIM AGAINST BOND FOR PUBLIC CONTRACT.

TO the State of Oregon:

NOTICE IS HEREBY GIVEN that the undersigned Ralph Haskin has a claim for labor performed as foreman,and additional labor performed principally as a mechanic in repairing machinery and equipment,in the sum of $475.00,balance due on salary as foreman,and in the sum of $1528.80, balance due for additional work principally as a mechanic,making a total of $2003.80 against the bond taken from Haskin& Brooks, contractors, as principals,and Associated Indemnity Corporation,as surety,for the work of grading 0.39 of a mile of the Oregon Coast Highway in Douglas County,Oregon,on the Bolon Island section.

Ralph Haskin

Endorsed:File #2491
December 5,1935
Earl Snell
Secretary of State.

140 C

#1682

December 10, 1935

Honorable Earl Snell,
Secretary of State,
Building.

Dear Sir:

This acknowledges receipt of your letter of December 9 enclosing copies of notice of claim which has been filed by Howard-Cooper Corporation for $1100.00 against the bond taken from Haskin & Brooks Construction Company and the Associated Indemnity Corporation in connection with State Highway Contract No. 1682 for the construction of the Bolon Island Section of the Oregon Coast Highway, Douglas County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Yours very truly,

Secretary

D

December 10, 1935

Associated Indemnity Corporation,
Phillip S. Carrel, Agent,
Wilcox Building,
Portland, Oregon.

Gentlemen:

We are attaching a copy of notice of claim which has been filed by Howard-Cooper Corporation for rental of equipment, in the sum of $1100.00, against the bond furnished by Haskin & Brooks Construction Company in connection with State Highway contract No. 1682 for the construction of the Bolon Island Section of the Oregon Coast Highway, Douglas County.

This information is given to you as you appear as surety on the bond involved.

Yours very truly,

Secretary

D
cc- Haskin & Brooks
Construction Co.,
La Center, Wash.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 9, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Howard-Cooper Corporation for $1100.00 against the bond taken from Haskin & Brooks Construction Company and the Associated Indemnity Corporation for work on the Bolon Island Section of the Oregon Coast Highway, contract No. 1682, which was received and filed in this office on November 27th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

FM
enc. 3

COPY

Howard Cooper

Corporation

Main Office and Warehouse
307 S.E.Hawthorne Boulevard
Portland,Oregon.
November 26,1935

Branch offices
and warehouses
Twin Falls,Idaho
Seattle,Wash.
Spokane,Wash.

Secretary of State
Salem,Oregon

Dear Sir:

Notice is hereby given that the undersigned Howard-Cooper Corporation has a claim for rental of equipment in the sum of $1100.00 against the bond taken from Haskin & Brooks Construction Company,bonded by the Associated Indemnity Corporation,covering their contract No.1682 in Douglas County known as the Bolon Island Section of the Oregon Coast Highway.

Yours very truly,

HOWARD-COOPER CORPORATION

D.I.Cooper
President

D.I.Cooper
G

FORM 5-A-1 6M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Dec. 9, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

A copy of the subcontract on Haskin and Brooks' Bolon Island contract has been received and I note no mention is made of completion date. In the letter written to the bonding company by Mr. Baldock the statement was made that the bonding company would be permitted until March 31st, to complete this job if they sub-contracted to E. C. Hall. Should this have been included in the sub-contract?

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

140 C

December 9, 1935

Mr. E. R. Rogers
Division of Investigation
Federal Works Progress Administration
701 Spalding Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of December 7th, concerning a claim made by J. G. Morrow to the effect that he has due him from Contractors Haskins and Brooks the sum of $100.00.

The contract in connection with which Mr. Morrow was employed is a contract for the grading of the Bolon Island Section of the Oregon Coast Highway in Douglas County. The contract is a part of a National Recovery Highway Project being handled by the State under the supervision of the U. S. Bureau of Public Roads. The project number is NRH 140-C. The contract concerned was awarded on December 6th, 1934.

Our copies of the contractors' pay rolls indicate that Mr. Morrow was employed by Haskins and Brooks for a period of two months and six days, between December 20th, 1934 and February 28th, 1935. His classification is shown as foreman and his rate of pay as $150.00 per month. The pay roll indicates that for his services he was paid in cash a total of $350.00. The pay roll does not indicate that any amount was withheld from Mr. Morrow, and we have no reason, other than Mr. Morrow's own statement, to believe any amount was withheld.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

WORKS PROGRESS ADMINISTRATION
WALKER-JOHNSON BUILDING
1734 NEW YORK AVENUE NW.
WASHINGTON, D. C.

HARRY L. HOPKINS
ADMINISTRATOR

701 Spalding Building
Portland, Oregon
December 7, 1935

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

This morning a Mr. J. G. Morrow came into our Field Office and made the request that we investigate a wage irregularity of which he is the principal. He states that he was sent to our office by someone in your department whom he supposed was an engineer. I wish that you would check thoroughly on this case due to the fact that I am not quite sure that this particular project (Contract #1682, Bolon Island Section of the Oregon Coast) has anything to do with our work. If this is a relief project we might enter into the picture.

Morrow claims that $100.00 is still due him as salary from the company of Haskins & Brooks. He also made the assertion that this $100.00 has been paid but that he was not the recipient. Trusting that you will give this your immediate attention, I remain

Very sincerely yours

N. R. Rogers

N. R. Rogers
Special Agent-in-Charge
Division of Investigation

NRR:MT

Certified Transcript Of Labor Payroll Sheets for J G Morrow

Month of	Kind of Employment	Days Worked	Hours Worked	Rate of Pay	Net Paid in Cash
Dec. 1934	Gen. Foreman	6	48	$150.00 per Mo.	$50.00
Jan. 1935	Foreman	24	163	$150.00 per Mo	$150.00
Feb, 1935	Foreman (Day Shift	24	189	$150.00 per Mo	$150.00

Started work on Dec 20, 1934

Last shown on Feb 28, 1935

FORM 5-A-1 12980 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

14

OREGON STATE HIGHWAY COMMISSION
SALEM

December 2, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Associated Indemnity Corporation
408 Wilcox Building
Portland, Oregon

Gentlemen:

The assignment in your favor given by Haskin & Brooks Construction Company and covering all money due or to come due in connection with contract # 1682 was approved by the commission, as was also the pay voucher. Under the Secretary of State's requirements, the voucher must have attached the standard assignment of claim form properly executed, and I am accordingly forwarding the form herewith, requesting that it be executed by someone officially acting for Haskin & Brooks Construction Company and properly witnessed.

Upon return of the form properly executed, it will be attached to the voucher and the voucher handed to the Secretary of State for final audit.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Auditor

CFS:IS
Encl.
✓cc H. B. Glaisyer
cc J. M. Devers

Mc[illegible] get copy of assignment and attach to contract.
[illegible]

CONTRACT#1682,

140-C Bolon Island Sec., Grading 1934

1682 Folder # 1

140 e

#1682

NOVEMBER 30, 1935

Howard Cooper Corporation,
307 S. E. Hawthorne Blvd.,
Portland, Oregon.

ATTENTION: Mr. D. I. Cooper
President

Gentlemen:

This acknowledges receipt of your letter of November 26 advising us of your claim in the sum of $1100.00 against the bond taken from Haskin & Brooks Construction Company and the Associated Indemnity Corporation, being for rental of equipment used in connection with this company's contract for the construction of the Bolon Island Section of the Oregon Coast Highway, Douglas County.

We are filing this claim in the records of this job.

Yours very truly,

Secretary

HBG:D

D. I. COOPER, President
ROY E. NELSON, Vice Pres.
E. C. LUNDQUIST, Secy-Treas.

HOWARD COOPER CORPORATION

MAIN OFFICE AND WAREHOUSE
307 S.E. HAWTHORNE BOULEVARD
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
TWIN FALLS, IDAHO.
SEATTLE, WASH.
SPOKANE, WASH

November 26, 1935

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned Howard-Cooper Corporation has a claim for rental of equipment in the sum of $1100.00 against the bond taken from Haskin & Brooks Construction Company, bonded by the Associated Indemnity Corporation, covering their contract No. 1682 in Douglas County known as the Bolon Island Section of the Oregon Coast Highway.

Yours very truly,

HOWARD-COOPER CORPORATION

D I Cooper

②

D. I. Cooper
G

President

November 30, 1935

Mr. Phillip S. Carrol, Agent,
Associated Indemnity Corporation,
408 Wilcox Building,
Portland, Oregon.

Dear Sir:

Attached hereto is a copy of a letter we have just received from Howard Cooper Corporation, Portland, Oregon, advising of their claim in the sum of $1100.00 against Haskin & Brooks Construction Company, for rental of equipment in connection with their contract for the construction of the Bolon Island Section of the Oregon Coast Highway.

This information is being sent to you inasmuch as you are the surety on the bond furnished by Haskin & Brooks Construction Company in connection with this job.

Yours very truly,

Secretary

HBG:D
Encl
cc-Hasking & Brooks
Constr. Co.
La Center, Wash.

#1682

140C

November 29, 1933

Mr. T. M. Morris,
Attorney at Law,
Corvallis, Oregon.

Dear Sir:

Reply is made to your letter of November 26 regarding the claim of J. G. Morrow against Haskin & Brooks, contractors, being for services rendered in connection with their contract with the State Highway Commission for the construction of the Bolon Island Section of the Oregon Coast Highway.

A search of our records fails to disclose that Mr. Morrow has ever filed a claim with this department, so we are unable to tell you anything about it.

The bond furnished by Haskin & Brooks in connection with this job was written by the Associated Indemnity Corporation, for whom Phillip S. Carrol their attorney in fact, has offices at 408 Wilcox Building, Portland.

Yours very truly,

Secretary

HHG:D

Nov, 28, 1935

H. B. G.

We have no record of his claim. Contractors payroll shows him as Gen. Foreman at $150.00 per month, from Dec, 20th, 1934 thru February. According to the records he has been paid. However, I would not want to say for sure that he has.

J. McF.

November 26th, 1935.

One J. G. Morrow has placed in my hands for attention his claim in the sum of $100.00 for wages earned working for Haskin & Brooks, contractors, working on the highway near Reedsport, Oregon. He advises that the contractors failed to complete the contract, and that the bonding company took over the work and completed it. Will you kindly advise me the status of Mr. Morrow's claim, which he states was filed on or about October 7th, 1935. Also, will you kindly advise me the name and address of the Contractor's bondsman, and oblige,

Yours very truly,

T. M. Morris

Thomas M. Morris
Attorney-at-Law
Corvallis, Oregon

November 26th, 1935.

STATE HIGHWAY DEPARTMENT,
Salem, Oregon.

Dear Sirs:-

One J. G. Morrow has placed in my hands for attention his claim in the sum of $100.00 for wages earned working for Haskin & Brooks, contractors, working on the highway near Reedsport, Oregon. He advises that the contractors failed to complete the contract, and that the bonding company took over the work and completed it. Will you kindly advise me the status of Mr. Morrow's claim, which he states was filed on or about October 7th, 1935. Also, will you kindly advise me the name and address of the Contractor's bondsman, and oblige,

Yours very truly,

T. M. Morris

November 30, 1935

Mr. Phillip S. Carrol, Agent,
Associated Indemnity Corporation,
408 Wilcox Building,
Portland, Oregon.

Dear Sir:

Attached hereto is a copy of a letter we have just received from T. M. Morris, attorney for J. G. Morrow, advising of Mr. Morrow's claim against Haskin & Brooks, in connection with their contract for the construction of the Bolon Island Section of the Oregon Coast Highway.

This information is being passed on to you inasmuch as you are the surety on the bond furnished in connection with this job.

Yours very truly,

Secretary

HBG:D
Encl
cc-Haskin & Brooks
La Center, Wash.

THOMAS M. MORRIS
Attorney at Law
CORVALLIS, OREGON

November 26th, 1935.

STATE HIGHWAY DEPARTMENT,
Salem, Oregon.

Dear Sirs:-

One J. G. Morrow has placed in my hands for attention his claim in the sum of $100.00 for wages earned working for Haskin & Brooks, contractors, working on the highway near Reedsport, Oregon. He advises that the contractors failed to complete the contract, and that the bonding company took over the work and completed it. Will you kindly advise me the status of Mr. Morrow's claim, which he states was filed on or about October 7th, 1935. Also, will you kindly advise me the name and address of the Contractor's bondsman, and oblige,

Yours very truly,

T. M. MORRIS

THOMAS M. MORRIS
Attorney at Law
CORVALLIS, OREGON

November 26th, 1935.

STATE HIGHWAY DEPARTMENT,
Salem, Oregon.

Dear Sirs:-

One J. G. Morrow has placed in my hands for attention his claim in the sum of $100.00 for wages earned working for Haskin & Brooks, contractors, working on the highway near Reedsport, Oregon. He advises that the contractors failed to complete the contract, and that the bonding company took over the work and completed it. Will you kindly advise me the status of Mr. Morrow's claim, which he states was filed on or about October 7th, 1935. Also, will you kindly advise me the name and address of the Contractor's bondsman, and oblige,

Yours very truly,

T. M. MORRIS

#1682

140 e

November 25, 1935

Reedsport Garage,
Reedsport,
Oregon.

ATTENTION: Mr. N. Hogan
President

Gentlemen:

This acknowledges receipt of your letter of November 22 advising us of your claim in the amount of $172.40 against Haskin & Brooks Construction Company, for services rendered in connection with their contract with the State Highway Commission for the construction of the Bolon Island Section of the Oregon Coast Highway, being State Highway Contract No. 1682.

In connection with this project the Haskin & Brooks Construction Company was required to furnish the State with a surety bond for the protection of claims incurred against the project. We offer this bond to you for the protection of your claim. It was written by the Associated Indemnity Corporation for whom Phillip S. Carrell is local agent, with offices at 808 Wilcox Building, Portland. I would suggest that you file your claim with the agent of the bonding company, and that you also file notice thereof with the Secretary of State in conformance with the provisions of Chapter 280, Oregon Laws, 1931, mimeograph copy of which is enclosed.

Yours very truly,

Secretary

HBG:D
Encl 1

November 25, 1935

Associated Indemnity Corporation,
Phillip S. Carrell, Agent,
Wilcox Building,
Portland, Oregon.

Gentlemen:

This letter is to inform you as surety on the bond furnished by the Haskin & Brooks Construction Company in connection with their contract with the Oregon State Highway Commission for the construction of the Bolon Island Section of the Oregon Coast Highway, in Douglas County, we have today received from Reedsport Garage, Reedsport, Oregon, a notice of their claim in the amount of $172.40 against this contract for services rendered in connection with this project.

Yours very truly,

Secretary

HBG:D
cc to Haskin &
Brooks Constr.Co.,
LaCenter Wn.

NELSON HOGAN, PRESIDENT

W. A. BURDICK, SECRETARY

REEDSPORT GARAGE
BUICK—CHEVROLET
SALES AND SERVICE
GENERAL AUTO REPAIRING
AND STORAGE
PHONE 601
REEDSPORT, OREGON

FIRESTONE AND
GOODYEAR TIRES

GASOLINE
AND OIL

NOV 25 193

Nov 22, 1935

Oregon State Highway Comm.
Solem Ore

Gentlemen,

We are advised that Haskins & Brooks the contractors on the Bolin island cut and fill Job # 1682 have turned their contract over to their Bonding Co.

We are attaching a duplicate of their account to this letter and would like your advise on the matter of securing payment of same.

Very Truly Yours
Reedsport Garage
By N Hogan Pres

April 5

[illegible] Job A1682

REEDSPORT GARAGE, Inc.
REEDSPORT, OREGON

April	3	Grease car 1.00	1# Grease .25	1 25
		3 qts oil 1.50	4/6/35 8 Gal Gas 1.84	3 34
	6	1 [illegible] Pyroil .15	4/13/35 7 Gal Gas 1.61	1 76
	13	5 Gal white Gas 1.05	4/16/35 6 Gal Gas 1.38	2 43
	16	1 qt [illegible]	[illegible] Gas 2.31	2 [illegible]
	20	[illegible] Gal Gas 2.35	2 contact points .20	2 55
	25	2 Spark plugs 1.20	9 Gal Gas 2.07	3 27
	26	6 Gal Gas [illegible]	4/27/35 [illegible] 1.00 1 [illegible] .25	2 63
	27	5 qts oil 1.50	4/28/35 1 gear shift ball .50	2 00
	[illegible]	25 Gal Gas 5.75	1 mo. storage .50	6 25
			Total	27 64

May 5

[illegible] Job A1682

REEDSPORT GARAGE, Inc.
REEDSPORT, OREGON

April ct. forward $27.64

May	1	5 Gal Gas 1.05	7 Gal Gas 1.61	2 66
	3	9 Gal Gas 2.07	6 ½ Gal Gas 1.35	3 42
	6	9 Gal Gas 2.07	5 Gal white Gas 1.05	3 12
	9	8 7/10 Gal Gas 1.54	1 qt oil .30	1 84
	13	2 - 5/16 unions at .30 .60	1 5/16 X 1/8 T .40	1 00
		8 Gal Gas 1.84	5/14/35 5 Gal Gas 1.05	2 89
	15	Grease car 1.00	2# Grease .50	1 50
	16	4 ft wiring .20	19 7/10 Gal Gas 4.55	4 75
		1 Clearance lamp .65	Wire .08 Straps .50	1 23
	17	2 Clearance lamps .80	2 Rolls Tape .20	1 00
			Forwarded	51 05

May 5

Haskins & Brooks Reedsport [illegible] #1482

REEDSPORT GARAGE, Inc.
REEDSPORT, OREGON

		a/c forwarded	81 05
May	17	1 Flash light .95 2 Bolts 10	1 05
		15 ft wire .75 5/18/35 8 Gal Gas 1.84	2 59
	18	8 Gal Gas 1.84 5/21/35 1-12 Volt coil 7.50	9 34
	21	5 qts oil 1.50 9½ Gal Gas 2,19	3 69
	22	[illegible] 1.05 5/22/35 10 Gal Gas 2,30	3 35
	27	6¾ Gal Gas 1.55 1 qt oil .35 16 Gal Gas 3.64 Storage .50	6 03
		2 Head lamp bulbs .80 4 ft wire .20	1 00
	28	adjust brakes .75 2 Head lamp bulbs .80 wire .20	1 75
		5 Tail light Bulbs 1.25 1 roll tape .35	1 60
		forwarded	81 45

May 5

Haskins & Brooks Reedsport [illegible] #1482

REEDSPORT GARAGE, Inc.
REEDSPORT, OREGON

		a/c forwarded	81.45
May	29	22 ft light wire .80 1 Switch .85	1 65
	30	8 Gal Gas 1,84 8 ¾ nuts .40 Lock washers .50	2 74
	31	17 Gal Gas 3.71 1 qt oil .30 Storage .35	4 56
		Test Generator .75 Phone to Marshfield & N Bend 1.75	2 50
		Thread bolts	50
		Total	93 40

June 5

Hastings & Crooks Reedsport [illegible]

REEDSPORT GARAGE, Inc
REEDSPORT, OREGON

		Act Forwarded	93.40	
June	1	4 Gal Gas .92 6/2/35 8 Gal Gas 1.84	2 76	
	5	Repair Tire .50 9½ Gal Gas 2.18	2 68	
	7	7½ Gal Gas 1.73 1 qt oil .30 [illegible]	2 03	
	10	8 Gal Gas 1.84 6/10/35 Water [illegible] Tire Rep	3 74	
	12	[illegible] .50 1 [illegible] Jack Plugs 6.50	7 00	
		1 Plug Spring .25 [illegible] Battery [illegible] .25	50	
	14	6 [illegible] Plugs 3.90 1 [illegible] 2.20	6 10	
	7	Credit By Check		50 00
	14	[illegible] .65	3 06	
	18	1-5.25x21 Tire 8.81 [illegible] 1.80	10 61	
		12 Gal Gas 2.76 [illegible] .25	3 01	
		Forwarded	134 89	50 00

June 5

Hastings & Crooks Reedsport [illegible]

REEDSPORT GARAGE, Inc
REEDSPORT, OREGON

		Act Forwarded	134 84	50 00
June	20	Friction Tape .25 6/21/35 [illegible] 1.00 2 [illegible] .50	1 75	
		5 qt oil 1.40 6/22/35 [illegible] .75 2 Clamps .30	2 45	
		8 Gal Gas 1.84 [illegible] 4.00	5 84	
		[illegible] .50 [illegible] on [illegible] 1.00	1 50	
	24	3 4/10 Gal Gas .79 [illegible] .60	1 34	
		3 4/10 Gal Gas .79 6/25/35 5 Gal Gas 1.15	1 94	
	26	6 5/10 Gal Gas 1.50 1 [illegible] Hose with Connections 4.30	5 80	
	29	9 Gal Gas	2 07	
		Total	157 63	
		Less Credit		50 00
		Bal Due	107.63	

July 5

[illegible] Reedsport [illegible] Job 1682

REEDSPORT GARAGE, Inc.
REEDSPORT OREGON

		Act forward	107.63	
July	2	1 Pkg packing .50 1? Gal Gas 3.30	3.80	
	3	Credit By Check		50.00
	4	7 Gal Gas 1.61 7/6/35 9 [illegible]/10 Gal Gas 2.22 Patch .30	4.13	
	6	6 Head Lamp Bulbs .90 7/9/35 6 Gal Gas 1.38 Shaft Key .55	2.83	
	[illegible]	[illegible] 1.10 6 Bulbs 2.40 7/11/35 6 [illegible]/10 Gal Gas 1.56	5.06	
	11	3 6/10 Gal Gas .83 2 Battery cables 2.15	2.98	
	12	1 Box cotter keys .30 7/12/35 Grease etc 1.00	1.30	
		[illegible] 1.50 Wash & Polish car 4.00	5.50	
	17	10 Gal Gas 2.30 Work on Magneto 1.50	3.80	
		Reline brake bands [illegible] 1.35 Lining 6.80	8.15	
	1[illegible]	30 ft wire .04	1.20	
		Forwarded	[illegible]45.3[illegible]	50.00

July 5

[illegible] Reedsport [illegible] Job #1682

REEDSPORT GARAGE, Inc.
REEDSPORT OREGON

			1[illegible]	50.00
July	1?	[illegible] bushing .90 1 Pipe fitting .15	1.05	
	2?	7 [illegible]/10 Gal Gas 1.65 7/22/35 Repair [illegible] 1.50	3.15	
	24	Recharge Battery 1.00 Rental .50	1.50	
		1 # 702 Gates Belt 1.25 16 2/10 Gal Gas 3.72	4.97	
	27	6 Spark Plugs 3.90 Gasket for air compressor .90	4.80	
	29	8 Gal Gas	1.84	
	29	Job #5620 Line up steering cluster and brakes	2.00	
		Brake Lining 10.80 Cartage .25	11.05	
		[illegible]	173.74	
		Less Credit		50.00
		Bal Due	1[illegible]74	

August 5

Haskins & Brooks Reedsport Ore. JAA1682

EEDSPORT GARAGE, Inc
REEDSPORT, OREGON

Bal forward [illegible] 79

Aug	1	1 Jack grease gun 4.25 1 Tube grease .40	4 65
	2	10 Gal Gas 2.30 8/3/35 11 5/10 Gal Gas 2.65	4 95
	6	1 Ammeter .60 8/7/35 Recharge battery on Bull dozer 1.50	2 10
	9	Tire repair .50 7 9/10 Gal Gas 1.81	2 31
	10	[illegible] .75 [illegible] 1.98	2 73
	11	[illegible] .18 8/13/35 10 Gal Gas 2.30	2 48
	17	10 Gal Gas 2.30 8/18/35 5 Gal Gas 1.05	3 35
	19	8 Gal Gas 1.84 8/20/35 1 Gas Pipe union .10	1 94
	21	10 1/2 Gal Gas 2.43 3 qts oil 1.50	3 93
		Grease Cup 1.00 3 ft Hose .75	1 75
	24	1 - 3/16 T .42 5 ft [illegible] Pipe .75 2 Elbows .13 1 nut .07	1 34
		[illegible] 1	[illegible]

August 5

Haskins & Brooks Reedsport Ore. JAA1682

REEDSPORT GARAGE, Inc
REEDSPORT, OREGON

Bal forward 1[illegible] 31

Aug	25	6 Gal Gas 1.38 8/26/35 Battery Ch 1.00	2 38	
		8 ft 1/2 in Hose .40 [illegible] reverse band for boat .75	1 15	
	30	1 yard gasket material 2.20 4 nuts .20	2 40	
		9 1/2 Gal Gas 2.08 1 qt oil .25	2 33	
	31	5 Gal Gas 1.05 2 Bolts & Nuts .50	1 55	
		7 Gal Gas	1 61	
Aug	4	By check		35 00
		Total	168 69	
		[illegible]		35 00
		Bal Due	133 69	

Sept [illegible] 5

H[illegible] [illegible] [illegible] [illegible] #A1682

REEDSPORT GARAGE, Inc.
REEDSPORT, OREGON

[illegible] 1[illegible].[illegible]4

Sept	4	10 8/10 Gal Gas 2.?? 9/?/35 8 Gal Gas 1.84	4.12
	10	1 Starting crank hole cover .40 3 ft hose .75	1.15
		3 ft hose .90 1 Tube Permatex .40	1.30
	15	10 Gal Gas 2.05 9/17/35 6-3/4 SAE Nuts .48	2.53
	16	[illegible] 3.? [illegible] 7 [illegible] Gas 1.84	3.8?
	22	10 Gal Gas 2.05 [illegible]/35 4 [illegible] .60	2.65
	25	7 Gal Gas 1.44 1 [illegible] .15	1.59
	30	10 Gal Gas	2.30
		Total	1[illegible]

[illegible]
REEDSPORT, OREGON

October [illegible]5

[illegible] Reedsport (Ore) #A1682

[illegible]
[illegible]

[illegible]

Oct	[illegible]	[illegible]	3.[illegible]
	7	[illegible]	[illegible]
		[illegible]	2.?1
	[illegible]	[illegible]	[illegible]
		[illegible]	3.65
	17	[illegible]	[illegible]
		[illegible]	[illegible]
	2?	[illegible]	1.15
	3?	[illegible]	1.96
		Total $	17[illegible].10

Nov [illegible] 5

[illegible] [illegible] [illegible] 52

REEDSPORT GARAGE, Inc.
REEDSPORT, OREGON

[illegible] 175 [illegible]

Nov 7 [illegible] 50

Nov 21 [illegible]

[illegible] .3 50

[illegible] 175 [illegible]

[illegible] 172[illegible]

R. H. BALDOCK
HIGHWAY ENGINEER

FORM 8-A-1 6M 9-29
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Nov. 25, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Following up my letter of Nov. 18th, wish to report that the men on Haskin & Brook's contract at Bolon Island have been paid for their work by the Indemnity Company in full and that they are grateful for our efforts in this matter.

Roberts received and handed the checks to them on Wednesday, Nov. 20th.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

NOTED

FORM S-K-1 1500 9-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

November 20, 1935

14-C

Mr. M. G. Smith,

Office

NOTED
State Highway Engineer

Dear Sir:

Herewith, we hand you letter from the Associated Insurance Companies, dated November 15, 1935, to which there is attached proposed form of subcontract, covering completion of the Bolon Island Section of the Oregon Coast Highway in Douglas County, being State Highway Contract No. 1682.

Will you please examine this form of subcontract and advise as to whether or not you find the same satisfactory from an engineering standpoint.

In this connection, please note our letter to Mr. Carrell of even date, relative to paragraph one on page two, relative to the completion of the remaining work.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:FR

cc R. H. Baldock

FORM 5-A-1 8M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

144

November 20, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. P. S. Carrell,
408 Wilcox Bldg.,
Portland, Ore.

NOTED
te Highway Engineer

Dear Sir:

Recently you were advised by this office of the yardage moved by Haskins and Brooks, on their Bolon Island Project. Accurate cross section measurements have just been completed by our resident engineer and a copy of his report is attached hereto. You will note that there is a little variance in the amount of materials moved out of the main cut, but there is a difference of only 70 yards in the total amount of excavation including the ditches, culverts, and road approach excavation.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓

FORM 5-K-1 1500 9-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

November 20, 1935

NOTED
State Highway Engineer

Associated Insurance Companies,
408 Wilcox Bldg.,
Portland, Oregon.

Gentlemen: Attention: Mr. Philip S. Carrell

Receipt is acknowledged of the letter of the 15th inst., with which you transmit the proposed subcontract agreement of E. C. Hall, covering the completion of the Bolon Island Section of the Oregon Coast Highway in Douglas County, being State Highway Contract No. 1682.

We have examined this proposed form of contract and it seems to us to be adequate as to legal questions and satisfactory in form except that we do not fully understand paragraph one, on page two, relative to the work which is to be performed. This, however, is being referred to the department engineers and if satisfactory to them, will be approved by the legal department.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:FR

cc R. H. Baldock ✓
H. G. Smith

140-C

November 19, 1935

Associated Indemnity Corporation
Wilcox Building
Portland, Oregon

Attention Mr. Philip S. Carrell

Gentlemen:

We have prepared from accurate cross sections an estimate of the yardage moved out of the cut at Bolon Island, with deductions for the dirt spilled over both the north and the south ends and lying above grade. Payment for these materials which have been partially moved will be made when the materials are finally in place. The measurements also show the yardage moved by the contractors in drain ditch and the road approach toward the Chamberlain house.

The total net yardage moved to date is 98,025 yards. This careful measurement is less than shown on the estimate of the 15th, as at that time the resident engineer did not have the material spilled over the ends of the cut remeasured and did not take into consideration the part of the fill that was above grade on the north end of the cut.

Resident Engineer Roberts reports that the contractor moved part of the equipment away and left the rest strung about the job, the clearing is not complete, the culverts are not opened up, the cattle pass has not been completed, the camp and rubbish have not been cleaned up. Therefore, there will be an additional expense required to complete this job besides moving the yardage.

The Highway Commission has called upon you, both in official meeting of the Commission and by letter, to take over the job and complete it to the satisfaction of the engineer at the earliest possible time. It is understood that if you will do the work yourself, the time limit will be extended to January 1. On the contrary, if it is sublet to E. C. Hall, who holds the contract for the removal of the balance of the material in the cut, the time limit will be extended to March 15. You advised me by phone that you had made arrangements with Hall to subcontract the work. I will be glad to give consideration to the subcontracts when they arrive.

Very truly yours,

State Highway Engineer

cc Mr. Devers
Mr. Smith
Mr. Probert
Mr. Collier

RHB:HI

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Nov. 18, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto find duplicate estimate of yardage moved on Bolon Island by Haskin & Brooks to Nov. 17th, 1935.

This estimate was prepared by Glenn Roberts from accurate cross sections and shows the yardage moved out of the cut and deductions for dirt spilled over the south end of the cut and along the west side of the cut near the north end and the fill above grade at the north end of the cut. It also shows the yardage moved by the contractors in drain ditch and the road approach towards Chamberlain's house.

The total net yardage moved is 98,025 yards. This estimate is less than was shown on the estimate of the 15th, as at that time Roberts did not have the waste remeasured, and did not take into consideration the part of the fill that was above grade at the north end of the cut.

Roberts reports the contractor moved part of the equipment away and left the rest strung about the job. The clearing is not complete; the sloping is not complete; culverts are not opened up and camps and rubbish have not been cleaned up. There is therefore some additional expense required to complete this job besides removing the yardage.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

November 29, 1935

Associated Indemnity Corporation
Wilcox Building
Portland, Oregon

Attention Mr. Philip S. Carrell

Gentlemen:

I have today approved the sub-contract agreement by and between Haskins and Brooks, the Associated Indemnity Corporation, and E. C. Hall for the completion of the Bolon Island contract and agreed to recommend to the Commission an extension of time, without penalty, of 75 days subsequent to the time that Hall is permitted to haul materials over the Siuslaw River bridge.

Very truly yours,

State Highway Engineer

RHB:MBL

November 29, 1935

Associated Indemnity Corporation
Wilcox Building
Portland, Oregon

Attention Mr. Philip S. Carrell

Gentlemen:

I have today approved the sub-contract agreement by and between Haskins and Brooks, the Associated Indemnity Corporation, and E. C. Hall for the completion of the Bolon Island contract and agreed to recommend to the Commission an extension of time without penalty, of 75 days subsequent to the time that Hall is permitted to haul materials over the Siuslaw River bridge.

Very truly yours,

State Highway Engineer

RHB:MBL

WHEREAS, the party of the first part and the party of the second part have agreed with the party of the third part that the party of the third part will complete the following items and quantities of work in accordance with the specifications and contract provisions:

Clearing and grubbing, all required to complete, at a fixed price of $25.00.
Excavation, single classification, 11,969.9 cu. yds, at 55¢ per cu. yd.
Rounding outbanks, approximately 324 lin. ft. at 10¢ per lin. ft.
Completion of ditching and opening culverts for a lump sum of $15.00.
Completion of all sloping for a lump sum of $48.00.
Tearing down contractors' shacks and cleaning up the job to the satisfaction of the Engineer at a lump sum of $15.00.
Construction of a cattle pass at $60.00 per thousand feet of lumber in place.

#1682

140C

November 18, 1935

ASSOCIATED INDEMNITY CORPORATION
Philip S. Carrell, Agent
408 Wilcox Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received from K. R. Richards, Reedsport, Oregon, notice of their claim, in the sum of $595.27 for lumber and $15.00 for dynamite, against Haskins and Brooks, in connection with their contract with the State Highway Commission for the Bolon Island grading job, Oregon Coast Highway, Douglas County, otherwise known as State Highway Contract No. 1682.

This information is given you since our records disclose that you wrote the bond which was furnished by Haskins and Brooks in connection with this project.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

HBG:MBL

cc - Haskins and Brooks

#1682

November 18, 1935

Mr. K. R. Richards
Reedsport, Oregon

Dear Sir:

This acknowledges your letter of the 15th inst., advising of your claim against Haskins and Brooks, the sum being in the amount of $395.27, for lumber, and $15.00 for dynamite.

In accordance with our usual practice, I am bringing this matter to the attention of the surety on the bond furnished by Haskins and Brooks in connection with this project, Contract No. 1682. This bond was written by the Associated Indemnity Corporation, Philip S. Carrell, Agent, 408 Wilcox Building, Portland.

I note that you have also sent a copy of your claim to the surety company, which is the proper procedure. I would suggest that you send a similar statement to the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is enclosed.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

HBG:MBL

Encl.

Reedsport, Oregon,
November 15, 1935.

State Highway Department,
Salem, Oregon.

Gentlemen:

We are carrying unpaid accounts on our books, per attached statements, against the firm of Brooks and Haskins. Material was furnished this firm for use on Bolon Island Grading Job, Oregon Coast Highway, Douglas County.

Please advise method of proceedure for collecting this account. Copy of statements are being sent today to Secretary of State, Salem, Oregon; also to Associated Indemnity Co., Portland, Oregon.

Yours very truly,

K. R. Richards,
Reedsport, Oregon.

KRR:S

K. R. RICHARDS

Lumber, Shingles, Millwork

PHONE 851 COPY INVOICE #0776

REEDSPORT, OREGON, July 29th, 1935

M Brooks and Haskins

Reedsport, Oregon.

30 Days Net. Accounts Payable 10th of Each Month. Interest Charged After Maturity.

2	Cases Loggers Special Dynamite	$7.50 -	$15.00

Certified Correct: Payment Not Received.

No.0516

Reedsport, Oregon,
October 6th, 1935.

10	lin.	2010'	21.50	$43.22
48	"	32	24.00	.77
60	"	120	24.00	2.88
88	"	176	28.50	5.02
24	"	96	26.00	2.50
180	"	720	30.50	21.96
60	"	240	25.50	6.12
44	"	176	31.00	5.46
94	"	3760	24.50	92.12
88	"	176	25.00	4.40
108	"	324	25.00	8.10
[illegible]	"	267	25.00	6.68
379	"	2274	30.00	68.22
24	"	288	24.50	7.06
226	"	2712	29.00	78.65
		17,271' BM		$353.16
				40.11
				$393.27

CERTIFIED CORRECT: PAYMENT NOT RECEIVED. K Richards

[illegible] 1935.

C O P Y

I N V O I C E

No.[illegible]515

Reedsport, Oregon,
October 6th, 1936.

Bought from - E. A. Richards,
Reedsport, Oregon.

Sold To - Brooks [illegible],
Reedsport, Oregon.

Terms - Net Cash.

[illegible]

2 x 2 - S1S	121/12 31/16	2010	lin.	2010'	21.00	$42.22
2 x 4 - S4S	4/12	48	"	32	24.00	.77
2 x12 - S4S	3/20	60	"	120	24.00	2.88
[illegible] x 6 - S4S	4/22	88	"	176	28.50	5.02
6 x 6 - S4S	4/6	24	"	96	26.00	2.50
[illegible] x15 - S1S	12/9	150	"	720	30.50	21.96
6 x 8 - S1S	1/1[illegible] 1/14 [illegible]/16	60	"	240	25.50	6.12
6 x [illegible] - S1S	2/22	44	"	176	31.00	5.46
4 x12 - Rough	11/6 17/12 13/16 28/20	940	"	3760	24.50	92.12
[illegible] x 8 - Rough	4/22	88	"	176	25.00	4.40
[illegible] x12 - Rough	9/12	108	"	324	25.00	8.10
4 x [illegible] - Rough	1/10 6/16	1[illegible]	"	267	25.00	6.68
6 x1[illegible] - Rough	5/1[illegible] 2/16 [illegible]/18 4/15 1/18 8/20	379	"	2274	30.00	68.22
[illegible] x 8 - Rough	9/6	64	"	288	24.50	7.06
12x12 - Rough	4/6 4/10 11/14	328	"	3712	[illegible]	78.65
				14,371' BM		$352.16

Loading 14,371 feet 40.11

[illegible] $392.27

[illegible]: [illegible] E. A. Richards
[illegible], 1936.

FORM 9-A-1 5M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOC
STATE HIGHWAY ENGIN
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

14

2

Nov. 15, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: C. A. BONNET

Dear Sir:

A copy of your letter of Nov. 14th, to Glenn Roberts concerning contractor's October payroll on Bolon Island project has been received at this office.

On Nov. 7th, Mr. Roberts told me he had twice requested contractor's payroll but so far had not received it. I told him to write again to the contractor and to send a copy to your office or to write a separate letter to you advising that he was having trouble to get this payroll. On Nov. 8th, the contractor's men had not been paid any wages since October 15th, and some farther back than that. The contractor's foreman told me on that date that they were turning the whole thing over to the bonding company and could not pay the crew. This probably accounts for the delay of receipt of payroll.

Mr. Baldock advised me over the phone that the bonding company made arrangements with contractor Hall to complete the Bolon Island contract. Mr. Baldock also said he would call the bonding company requesting them to make payment to the crew.

You will probably hear from Mr. Roberts but I thought the above explanation might assist in explaining the delay.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

140 e

#1682

November 15, 1935

ASSOCIATED INDEMNITY CORPORATION
Philip S. Carrell, Agent
403 Wilcox Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a notice of claim that has been filed in the office of the Secretary of State by COAST FISHERIES, Reedsport, Oregon, against Haskins and Brooks Construction Company, highway contractors, this claim being in the sum of $225.10, for scow and power-boat rental in connection with grading and construction work on Bolon Island for the north approach to the Umpqua bridge, being otherwise known as highway contract No. 1682.

This notice is being sent to you inasmuch as you appear as surety on the bond furnished by the contractors.

Very truly yours,

Secretary

HBG:MBL
cc - Haskins & Brooks Construction Co.

Encl.

November 15, 1935

Hon. Earl Snell
Secretary of State
Building

Dear Sir:

This acknowledges receipt of your letter of the 14th inst. enclosing three copies of a notice of claim by Coast Fisheries for $223.10 against the bond taken from Associated Indemnity Corporation and Haskins and Brooks Construction Company for work on the Umpqua bridge.

We are forwarding copy of the notice to the contractor and the surety on his bond.

Very truly yours,

STATE HIGHWAY COMMISSION
BY

Secretary

HBG:MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

NOV 15 1935

November 14, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Coast Fisheries for $223.10 against the bond taken from Associated Indemnity Corporation and [illegible] and Brooks Construction Company for work on the Umpqua bridge, which has been filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

[illegible]
Encl. 3

NOV 15 1935
OREGON

COAST FISHERIES

Wholesale Fish Dealers
Supreme Quality Seafoo~~r~~d
Salmon, Crabs and Crabmeat
a Specialty

Reedsport, Oregon

November 13, 1935

Earl Snell, Sec. of State,
Salem,
Oregon

Dear Sir:

Notice is hereby given that the undersigned, Coast Fisheries of Reedsport, Oregon, has a claim against the bond taken from the Associated Indemnity Corporation and Haskins and Brooks Construction Co. to the amount of $223.10 for scow and power-boat rental used in the grading and construction work onBolen Island for the north approach to the Umpqua bridge. This scow and power-boat were used in towing materials used in their work, from the mainland to the island.

(Signed) COAST FISHERIES

By ..CLYDE.CHASE. . . . Manager

Endorsed: File No. 2487
Filed November 14, 1935
EARL SNELL
Secretary of State

#1682

1140 C

November 13, 1935

ASSOCIATED INDEMNITY COMPANY
Mr. Philip S. Carrell, Attorney-in-Fact
408 Wilcox Building
Portland, Oregon

Gentlemen:

This is to inform you that we have just received another claim against Haskins and Brooks, it being that of the Jacobs Machine and Welding Works, Reedsport, Oregon, in the amount of $715.76.

It is my understanding that this Company has already sent you an itemized statement of their account.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:MFL

cc - Haskins and Brooks

November 15, 1955

JACOBS MACHINE AND WELDING WORKS
Reedsport, Oregon

Gentlemen:

This acknowledges receipt of your letter of the 9th inst., advising us of your claim, in the amount of $713.76, against Haskins and Brooks, it being for services rendered this contractor by your firm in connection with their contract with the State Highway Commission for the construction of the Bolon Island Section of the Oregon Coast Highway.

I am today noting your claim in the record of this job.

It is noted that you have sent a copy of this claim to the American Indemnity Company. The bond furnished by Haskins and Brooks in connection with this project was written by the Associated Indemnity Corporation, for whom Philip S. Carrell is local agent, with offices in Room 408, Wilcox Building, Portland. I would suggest that you notify this bonding company of your claim and that you also file the claim with the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:MBL

Encl.

Reedsport, Oregon
Nov. 9, 1935

State Highway Commission
Salem, Oregon

Gentlemen:

I am sending you an itemized account of an account I have against Haskins & Brooks, who have a contract from you on highway work between Gardiner and Reedsport on Bolon's Island.

Please let me know what further steps I must take to collect this bill. I am sending a similar copy to the bonding company of American Indemnity Company.

Yours very truly,

Jacobs Machine & Welding Wks

Reedsport, Oregon

by Tom Jacobs

IN ACCOUNT WITH

JACOBS MACHINE & WELDING WORKS

TOM JACOBS, Proprietor
Phone 1141

REEDSPORT • OREGON

DATE NOVEMBER 9 1935

HASKINS & BROOKS

REEDSPORT OREGON

All Accounts Due the First of Each Month. 8 Per Cent Interest After 30 Days.

		BALANCE FORWARD	708.76
Nov.	5	50# coal @ 1¢	.50
		1 1/2 hrs. labor @ $1.50, weld & machine hoist eye	
		bolt	2.25
	6	1 1/2 hrs. labor @ $1.50, weld & machine piston eye	
		for hoist.	2.25
		Grand total	$713.76

I, Tom Jacobs, do hereby swear that the above bill is just and fair, and unpaid. Tom Jacobs

Tom Jacobs, known to me to be the owner of the Jacobs Machine & Welding Works, appeared before me, a Notary Public for Oregon, on this 9 day of November, 1935, and swore that the above bill is fair and just in its entirety, and that no payment has been received for any part of it. S. A. Smiley

NOTARY PUBLIC FOR OREGON
MY COMMISSION EXPIRES OCT 1, 1939

IN ACCOUNT WITH

JACOBS MACHINE & WELDING WORKS

TOM JACOBS, Proprietor
Phone 1141

REEDSPORT ◆ OREGON

DATE NOVEMBER 9 1935

HASKINS & BROOKS
REEDSPORT OREGON

All Accounts Due the First of Each Month. 8 Per Cent Interest After 30 Days.

		BALANCE FORWARD	$674.15
Oct.	11	6 hrs. electric welding @ $2.50	15.00
		55 cu. ft. oxygen @ 3¢	1.65
		19 " " acetylene @ 6¢	1.14
		3 hrs. labor @ $1.50	4.50
	18	Sharpening 14 drills @ 25¢ each	3.50
	21	1 hr. labor @ $1.50	1.50
		Welding draw-bar plate	1.50
	22	1 1/2 hrs. labor @ $1.50	2.25
		16 ft. 3/4" pipe @ 4¢	.64
		Making 9# truss washers, 1/2" X 6", 8¢ per pound	.72
		8 cap screws @ 12¢, 1/2" X 1 1/2".	.96
		10 lock washers, 1/2"	.12
		cutting gas	.75
	26	Rethreading 2 only 7/8" bolts	.38
		Total	[illegible]
			708.76

IN ACCOUNT WITH

JACOBS MACHINE & WELDING WORKS

TOM JACOBS, Proprietor

Phone 1141

REEDSPORT ◆ OREGON

DATE NOVEMBER 9 1935

HASKINS & BROOKS

REEDSPORT OREGON

All Accounts Due the First of Each Month. 8 Per Cent Interest After 30 Days.

		BALANCE FORWARD, JULY, AUGUST & SEPTEMBER			$552.54 ~~[illegible]~~
Oct.	2	3 hrs. electric welding @ $2.50, welding Fresno axle			7.50
		3 " labor for helper @ 75¢			2.25
		6 1/2 hrs. labor @ $1.50, machine work			9.75
		7# welding rods @ 22¢, $1.54; cutting ~~[illegible]~~ gas, .75			2.29
	5	3 hrs. electric welding @ $2.50, welding ringbolt swivel			7.50
		for big Fresno			
		7# welding rods @ 22¢, $1.54; cutting gas, .75			2.29
		1 hr. labor @ $1.50, machine work			1.50
	6	2 1/2 hrs. electric welding @ $2.50, welding draw-bar			6.25
		for small Fresno			
		1 hr. labor @ $1.50, cutting & straightening draw-bar			1.50
		6# welding rods @ 22¢, $1.32; cutting gas, $1.25			2.57
	7	3 3/4 hrs. labor @ $1.50, welding on small Fresno			5.63
		42 cu. ft. gas @ 10¢			4.20
	9	6 hrs. electric welding @ $2.50,			15.00
		4 " labor @ $1.50			6.00
		45# welding rods @ 22¢			9.90
		156# 1/2" X 4" X 4" angle iron @ 8¢			12.48
	10	10 hrs. electric welding @ $2.50			25.00
					~~[illegible]~~
					~~$673.37~~
					$674.15

IN ACCOUNT WITH

JACOBS MACHINE & WELDING WORKS

TOM JACOBS, Proprietor
Phone 1141

REEDSPORT ◆ OREGON

DATE NOVEMBER 9 1935

HASKINS & BROOKS

REEDSPORT OREGON

All Accounts Due the First of Each Month. 8 Per Cent Interest After 30 Days.

		Balance forward	$492.79 ~~$[illegible]~~
Sept.	14	1 1/2 hrs. labor @ $1.50, repairing boat shoe & rudder	2.25
		1 1/2 " " for helper	1.13
	16	200# 1st. grade blacksmith coal @ 2¢	4.00
		6 1/2 hrs. labor @ $1.50, welding on cat No. 30	9.75
		1 1/2# bronze @ 50¢, .75; 35 cu. ft. welding gas @10¢, $3.50	4.25
		cap screws, 1" X 3/4" X 2 1/2"	.27
	20	4 hrs. labor @ $1.50, welding & heating big Fresno	6.00
		90 cu. ft. welding gas @ 10¢	9.00
	22	2 hrs. labor @ $1.50, machine work, re-threading draw-bar nuts and making washers, 3/4" X 4 1/4" X 2 1/2"	3.00
		cutting gas, .75; 5 1/2# mild steel @ 8¢, .44	1.19
	24	2 hrs. labor @ $1.50, making 8 stud bolts	3.00
		4# tool steel @ 20¢	.80
		8 nuts, 5/8" S.A.E. @ 4¢	.32
	27	1 1/2 hrs. labor @ $1.50, machine work, making 1½"x6"pin	2.25
		5# tool steel, .25; washer & cotter key, .10	.35
	28	3 hrs. electric welding @ $2.50, swivel shackle, Fresno	7.50
		4 " labor for helper @ 75¢	3.00
		7# welding rods @ 22¢, $1.54; 1 washer, .15	1.69
		Total	~~$[illegible]~~
			$552.54

IN ACCOUNT WITH

JACOBS MACHINE & WELDING WORKS

TOM JACOBS, Proprietor

Phone 1141

REEDSPORT ◆ OREGON

DATE NOVEMBER 9 1935

HASKINS & BROOKS

REEDSPORT OREGON

All Accounts Due the First of Each Month. 8 Per Cent Interest After 30 Days.

		BALANCE FORWARD FROM JULY & AUGUST.	$382.30
Sept.	4	5 hrs. electric welding on big cat on island @ $2.50	12.50
		6 1/2 hrs. labor @ $1.50	9.75
		22# welding rods @ 22¢	4.84
		25 cu. ft. oxy-acetylene @ 10¢	2.50
	5	6 hrs. electric welding @ $2.50	15.00
		2 1/2 hrs. labor @ $1.50	3.75
		2 1/4 " " " , making track pin for cat No.75	3.38
		9# tool steel @ 20¢	1.80
	7	1 only 5/8" bottom tap	.90
	8	4 ft. 1" pipe @ 9¢	.36
		3/4 hr. labor @ $1.50, cutting & threading	1.13
	10	12 hrs. " " " , welding & reinforcing big Fresno	18.00
		5# 3/4" X 2 1/2" rivets @ 10¢	.50
		2 pcs. 1/2" X 6" X 21", 52# @ 8¢	4.16
		14# 1" R.M.S. @ 8¢, $1.12; 8 only 1" hex nuts @ 9¢, .72	1.84
		4 hrs. labor on plates @ $1.50	6.00
		4 " " for helper @ 75¢	3.00
		195 cu. ft. oxy-acetylene @ 10¢	19.50
		22# 3/4" X 6" old iron @ 5¢	1.10
		4 bolts, 3/4" X 2" @ 12¢ each	.48
			~~$492.51~~
			$492.79

IN ACCOUNT WITH

JACOBS MACHINE & WELDING WORKS

TOM JACOBS, Proprietor
Phone 1141

REEDSPORT ◆ OREGON

DATE November 9 1935

HASKINS & BROOKS

REEDSPORT OREGON

All Accounts Due the First of Each Month. 8 Per Cent Interest After 30 Days.

		Balance forward	365.	91
Aug.	30	3 hrs. machine work @ $1.50, making 5 cap screws, 1"X5"	4.	50
		7# tool steel @ 20¢	1.	40
		6 only 1" lock washers @ 7¢	.	42
		3 hrs. labor @ $1.50, making gear puller	4.	50
		9# tool steel @ 20¢	1.	80
		1 only 1 1/4" nut	.	17
		Electric welding	.	50
	31	2 hrs. labor @ $1.50, rethreading nut & making lock	~~3.~~	~~00~~
		washer for cat. No. 75	3.	00
		1# 1/16" plate	.	10
		Total	382.	30

IN ACCOUNT WITH

JACOBS MACHINE & WELDING WORKS

TOM JACOBS, Proprietor
Phone 1141

REEDSPORT ◆ OREGON

DATE November 9 1935

HASKINS & BROOKS

REEDSPORT OREGONZ

All Accounts Due the First of Each Month. 8 Per Cent Interest After 30 Days. BALANCE FORWARD $276.79

Aug.	20	173# first grade coal @ 2¢	3.46
		Welding hand hole plate for cat	1.25
		Labor,	
		Cutting washer for drawbar on cat.	.50
		4# 1/2" plate @ 8¢, .32; cutting .50	.82
	21	Labor, making drill wrench.	.65
		6 1/2# mild steel @ 8¢	.52
		1 No.3 taper shank sleeve for ratchet drill	2.00
		Making spike bar	2.75
	23	1 1/2 hr. labor @ $1.50, staightening & welding sprocket	2.25
		1 1/2 hr. " for helper @ 75¢	1.13
		Welding, making coupling for cat	.50
		22# mild steel @ 8¢	1.76
		2 hrs. labor at forge, @ $1.50	3.00
		3 hrs. " for helper @ 75¢	2.25
	27	Welding & machine work on repairing jack-hammer	1.50
	28 29	10 hrs. welding on scraper @ $2.50	25.00
		19# welding rods @ 21¢	3.99
		134# iron & plate @ 8¢	10.72
		7 ft. of 3" pipe @ 26¢	1.82
		9 1/2 hrs. labor @ $1.50	14.25
		90 cu. ft. welding gas @ 10¢	9.00
			$365.91

IN ACCOUNT WITH

JACOBS MACHINE & WELDING WORKS

TOM JACOBS, Proprietor
Phone 1141

REEDSPORT ◆ OREGON

DATE November 9 1935

HASKINS & BROOKS

REEDSPORT OREGON

All Accounts Due the First of Each Month. 8 Per Cent Interest After 30 Days.

		BALANCE FORWARD	$158.29
Aug.	10	1 hr. labor, machining track wheels for cat	1.50
	11	Making 2 cap screws, 1" X 2 1/2" S.A.E., @ 75¢ each.	1.50
		1 1/4 hr. welding on draw bar @ $2.50	3.13
		2 1/2# welding rods @ 24¢	.60
		1 3/4 hr. forge work @ $1.50	2.63
		Cutting gas	.50
	15	10 hrs. welding on scrapers on island @ $2.50	25.00
		4 " labor @ $1.50	6.00
	16	10 " welding @ $2.50	25.00
		4 " labor @ $1.50	6.00
	17	4 " welding @ $2.50	10.00
		2 " labor @ $1.50	3.00
		139# plate @ 8¢	11.12
		48# welding rods @ 21¢	10.08
		55 cu. ft. oxygen @ 3¢	1.65
		20 cu. ft. acetylene @ 6¢	1.20
		Welding compound & brakerod	.35
		3# 1/4" X 1 1/2" mild steel @ 8¢	.24
		@ $1.50 4 hrs. labor, cutting blade bolts & weld seat on cat.	6.00
		30 cu. ft. welding gas @ 10¢	3.00
			$276.79

IN ACCOUNT WITH

JACOBS MACHINE & WELDING WORKS

TOM JACOBS, Proprietor
Phone 1141

REEDSPORT ◆ OREGON

DATE November 9 1935

HASKINS & BROOKS

REEDSPORT OREGON

All Accounts Due the First of Each Month. 8 Per Cent Interest After 30 Days.

July	30	Welding on scraper & cats on island,				
		5 1/2 hrs. electric welding @ $2.50 per hour			13.	75
		6 1/2 " labor @ $1.50 per hour			9.	75
		7 1/2 " " for helper @ 75¢ per hour			5.	63
	31	12 hrs. electric welding @ $2.50			30.	00
		3 " labor @ $1.50			4.	50
		14 1/2 hrs. labor for helper @ 75¢			10.	88
Aug.	1	11 hrs. electric welding @ $2.50			27.	50
		4 " labor @ $1.50			6.	00
	2	4 " " @ $1.50			6.	00
		3 " " for helper @ 75¢			2.	25
		22# mild steel @ 8¢			1.	76
		52# welding rods @ 21¢			10.	92
		65 cu. ft. oxygen gas @ 3¢			1.	95
	8	making 3 plunger shackles for scraper,				
		14 hrs. forge & machine work @ $1.50			21.	00
		4 " labor for helper @ 75¢			3.	00
		Copper rivets			.	25
		47# mild steel @ 5¢			2.	35
		acetylene welding			.	75
		2 bolts, 3/8" X 1"			.	05
					158.	29

#1682

140C

November 12, 1935.

ASSOCIATED INDEMNITY CORPORATION
Phillip S. Carrell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter which we have received in regard to the claim of "Coast Fisheries" against contractors Haskins and Brooks, arising out of the latter's contract for grading on Bolon Island at the north approach to the Umpqua bridge.

I am giving you this information inasmuch as you appear as surety on the bond furnished by Haskins & Brooks in connection with this job.

Very truly yours,

Secretary

MBL

Encl.

cc - Haskins & Brooks
LaCenter, Wn.

November 12, 1935

COAST FISHERIES
Reedsport, Oregon

Attention Mr. Clyde Chase

Dear Sirs:

We have your letter of the 11th inst., advising us of your claim of $223.10 against Haskins and Brooks for rental of equipment, etc., used by Haskins and Brooks in connection with their contract with the State Highway Commission for the construction of the Bolon Island grading project.

We regret that we cannot do as you request and pay your claim direct. In connection with this project, the contractor was required to furnish the State with a surety bond for the protection of claims incurred against the project. This bond was written by the Associated Indemnity Corporation, for whom Phillip S. Carrell is local agent, with offices in the Wilcox Building, Portland, Oregon.

I would suggest that you file notice of your claim with the bonding company and also with the Secretary of State, in conformance with the provisions of Chapter 280, Oregon Laws 1931, a mimeographed copy of which is enclosed for your further information.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

HBG:MBL

Encl.

STATEMENT

COAST FISHERIES

Wholesale Fish Dealers

SALMON
CRABS AND FRESH CRAB MEAT
A SPECIALTY

REEDSPORT, OREGON, Nov. 1, 1935

M Haskins & Brooks Constru ction Co.,
La Center, Washington

126379 PACIFIC STATY & PRINTING CO. PORTLAND

Jan	1	Rent of Scow Jan.	15	00
Feb	1	" " " Feb	15	00
March	1	" " " March	15	00
April	1	" " " April	15	00
May	1	" " " May	15	00
June	1	" " " June	15	00
July	1	" " " July	15	00
June	30	5 gas ½ gal.cylinder oil	1	60
July	1	Rent of gasboat July	30	00
Aug.	1	" " " Aug	30	00
"	1	" " Scow "	15	00
Sept	1	" " " Sept.	15	00
"	1	" " gasboat "	30	00
Oct.	1	" " " Oct.	30	00
"	1	" " Scow "	15	00
Nov.	1	" " " Nov.	15	00
"	1	" " gasboat "	30	00
Sept	9	1 battery charge		75
Sept	30	1 " "		75
			318	10
		Paid on Account	95	00
		Amount due	223	10

IES

...sport, Oregon

...mber 11, 1935

who had the
north approach
We have
his account
ment or respond

leted their
their equipment.
e a claim with
t due us from
ized statement.
any money due

f you would
edure to collect
contractors, or
or a settlement?
ain

Coast Fisheries

By Clyde Chase Mgr.

CC:gf

COAST FISHERIES

WHOLESALE FISH DEALERS

Supreme Quality Seafood
Salmon, Crabs and Crabmeat
a Specialty

Reedsport, Oregon

November 11, 1935

State Highway Commission,
Salem,
Oregon

Gentlemen:

Haskins & Brooks Construction Co., who had the grading contract on Bolen Island at the north approach to the Umpqua bridge, owe us $223.10. We have repeatedly mailed them statements for this account but they have failed to make any settlement or respond to our letters.

We understand they have about completed their contract and have started to take away their equipment. If it is in order, we would like to file a claim with you to the amount of $223.10, the amount due us from them, for which we are enclosing an itemized statement. If possible, withhold this amount from any money due them and pay this direct to us.

We would appreciate it very much if you would advise us if this is the customary procedure to collect this money on highway work from highway contractors, or should we look to the bonding company for a settlement? Thanking you for an early reply, we remain

Yours very truly,

Coast Fisheries

By Clyde Chase Mgr.

CC:gf

STATE

COAST FISHERIES

Wholesale Fish Dealers

SALMON
CRABS AND FRESH CRAB MEAT
A SPECIALTY

REEDSPORT, OREGON, Nov. 1, 1935

M Haskins & Brooks Construction Co.,

La Center, Washington

120379 PACIFIC STATY & PRINTING CO PORTLAND

Jan	1	Check paid on account	15 00
Feb.	18	" " " "	15 00
Aprl	3	" " " "	15 00
Aug	1	" " " "	45 00
		Total amt paid	95 00

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

MISSION

IN REPLY PLEASE
REFER TO FILE NO.

this morning, the
land project by Haskin
of yardage for the
ions and road approaches,

yours,

DOCK
WAY ENGINEER

ith
tion Engineer

FORM 8-A-1 6M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 6, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Phillip S. Carrell
408 Wilcox Building
Portland, Oregon

Dear Sir:

Confirming our telephone conversation of this morning, the yardage removed from the main cut on the Bolon Island project by Haskin & Brooks is 95,864 cubic yards. The total amount of yardage for the project, including drain ditches, culvert excavations and road approaches, is 98,095 cubic yards.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by Chas. E. Low
R

cc to: R. H. Baldock ✓

Form 8-A-1 6M 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 6, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Phillip S. Carrell
403 Wilcox Building
Portland, Oregon

Dear Sir:

Confirming our telephone conversation of this morning, the yardage removed from the main cut on the Bolon Island project by Haskin & Brooks is 95,864 cubic yards. The total amount of yardage for the project, including drain ditches, culvert excavations and road approaches, is 98,095 cubic yards.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by Chas. E. Low
R

cc to: R. H. Baldock ✓

140-C

November 4, 1935

Haskins & Brooks Construction Co.
La Center, Washington

Gentlemen:

With reference to your request that you be released from your contract for the grading of the Bolon Island Section after you have moved an additional 4,000 or 5,000 cubic yards, I must advise that I have no authority to make such a release, and that unless the Highway Commission is willing to change the action taken by it at its last meeting, it will be necessary for you to either continue the excavation up to a total of 110,000 cubic yards or to complete the embankment to specified grade, whichever one of the two can be accomplished first. Exact figures are not at hand, but it appears that this will require additional excavation to an amount between 10,000 and 15,000 cubic yards.

Your proposal to subcontract the completion of the work to E. C. Hall is acceptable and will be approved if it provides for sufficient quantities and for performance of the work in accordance with the provisions of your contract.

If you desire to appear before the Commission on November 7th, let me know and I will have the Secretary designate an hour at which you can be heard. In the meantime, we will have the work measured up so that we will know with a reasonable degree of accuracy how many yards have been moved, and can determine what additional yardage remains to be moved.

Very truly yours,

State Highway Engineer

cc Haskins & Brooks Construction Co.
Reedsport, Oregon

1466

November 2, 1935

Mr. Philip S. Carrell, Manager
Associated Indemnity Corporation
408 Wilcox Building
Portland, Oregon

Dear Sir:

In accordance with your request of this date, I am pleased to send to you, herewith, a copy of the last estimate voucher on Haskins & Brooks' Contract No. 1682 covering work done to October 15, 1935. I am informed by our auditor that the warrant covering this voucher has been delivered to the contractor.

You will note that the amount paid to date on this contract is $31,451.76 and that the retained percentage is $3,027.30. It is estimated that the job was 85% complete on October 15 and that the cost to finish the job is approximately $5,800.00.

Yours very truly,

HBG:MC

Secretary

encl.

1682 – Hasker + Banks –

copy of last estimate voucher

amt paid to date	$31,451.76	(incl est 10) of 10/22
retained %	3,027.30	
percent complete	85%	(Oct 15)
cost to complete	$5,880.	(Summary Sheet)

FORM S-A-1 6M 9-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

140

Oct. 30, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I visited the Bolon Island job today. No work of any kind was going on. It rained yesterday and the contractors say they cannot work their cats until it dries off. They worked only two and a half days last week on account of rain the early part of the week and break downs when they had good weather.

The machine shop and lumber company are asking Roberts about bills due them from Haskin and Brooks. They have paid their labor up to October 15th.

I understand some negotiations with contractor Hall are underway whereby Hall might complete a portion of their yardage. The foreman of the job reports that Brooks is sick. Neither of the contractors have been on the job since October 12th. Am sending this letter to keep you advised of conditions.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

FORM S-K-1 1500 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNÉ, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

142-C

October 21, 1935

Mr. Philip S. Carrell
Resident Agent
Associated Indemnity Corporation
408 Wilcox Building
Portland, Oregon

Dear Sir:

Reference is made to Contract No. 1682 of the Oregon State Highway Commission covering the construction of 0.39 miles of grading on the Bolon Island section of the Oregon Coast Highway in Douglas County, Haskin & Brooks Construction Co., a Corporation, contractor.

The original completion date for this contract was July 31, 1935, and on August 2, 1935, the State Highway Commission granted an extension of time to September 30, 1935.

The work has not been prosecuted in a satisfactory manner, and although the date to which an extension of time was granted has transpired the work is not yet complete and there are several thousand yards of materials yet remaining to be moved.

The State Highway Commission is awarding another contract which involves work on the section under contract by Haskin & Brooks Construction Co., and this letter is written to you to serve formal notice that the work under the Haskin & Brooks Construction Co. contract must in all events be completed by not later than November 30, 1935, so that there will be absolutely no conflict with the operations to be carried on by the contractor under the contract now being awarded.

The giving of this notice and the date of November 30, 1935, herein mentioned are not to be construed as the granting of any additional time limit on the contract or of waiving any claims by the State on account of non-completion of the work or of any other claims which the State Highway Commission may have against the contractor or against the bond.

Yours very truly,

State Highway Engineer

[illegible]

FORM 2-A 1 22030 2M 6-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

140 C

Oct. 21, 1935

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. B. GLAISYER

Dear Sir:

Your letter of Oct. 19th, received concerning extension of time on Haskin and Brooks contract No. 1682, grading on Bolon Island.

In accordance with Mr. Baldock's statement at the Commission meeting, I recommend this extension be granted without engineering penalties. The contractor is proceeding with his work and hopes to finish before Nov. 30th. Traffic has not been interferred with by reason of the contractor's delay. Engineering has been increased somewhat by reason of contractor's delay.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

P.S. The original specified date of completion July 31, '35
Extended to Sept. 30, '35
Recommend extension of time to Nov. 30th, '35.

EAC.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 15, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid projects 140-C, E and F, the Gardiner-Reedsport section of the Oregon Coast Highway, to E. C. Hall, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 5-A-1 22659 2M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

14

Oct. 14, 1935

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I visited the Bolon Island job Saturday. It was raining and the only work going on was drilling.

The contractor expected to shoot Sunday and thought he would break up about 1000 yards. The contractor, in anticipation of possible release by the Commission, pulled his compressor off a week or so ago so that he had no material most of this past week loosened up to haul and when he moved his compressor back in the cut Wednesday, it promptly broke down.

The fill from the foot of the hill out to the road approaches shows considerable settlement and cracking but a gain has been made over the last measurements.

Roberts' Weekly Report indicates shrink from cut to fills as designed 27%.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

Harry E. Heathman
Manager

30 Rooms

HEATHMAN HOTELS
"For Western Hospitality"
Park at Salmon — Broadway at Salmon
PORTLAND, OREGON

140-e

Bolon Island Grading Project

Haskins and Brooks, Contractors.

	cu. yds
Net excavation estimated to construct fills	104,000 +
Allowance @ 5%	6,000 -
Total Contract Excavation	110,000

Oct 8. 1935	Completed excavation	93,000
	Remainder from Net Exc.	11,000
	Remainder from Contract Exc	17,000

Oct 8 1935 Remainder estimated to complete fill 12000 c.y.

Contractor pulled compressor off over a week ago and has been working on earth at north end of cut. averaging 500 cy per day. Roberts estimates contractor can excavate 4000 cy more earth.

Suggestion

Contractor should complete cattle pass after taking out all earth excavation and then be released.

E. A. Collier

ASSOCIATED INSURANCE COMPANIES
ASSOCIATED INDEMNITY CORPORATION
ASSOCIATED FIRE & MARINE INSURANCE COMPANY
HEAD OFFICE

87,000	moved to date
4000	loosened
91,000	Total to be moved
110,000	contracted
97,000	"
13,000	estimated shortage
12000	cy more estimated to complete field
4000	in these figures as moved
8000	- Balance to complete field.
.25	per [illegible] period
2000	- difference.

ASSOCIATED INSURANCE COMPANIES
ASSOCIATED INDEMNITY CORPORATION
ASSOCIATED FIRE & MARINE INSURANCE COMPANY
HEAD OFFICE
SAN FRANCISCO

OREGON DEPARTMENT
PHILIP S. CARRELL, MANAGER
408 WILCOX BUILDING

PORTLAND, OREGON

October 8, 1935

State Highway Commission
State of Oregon
Public Service Building
Portland, Oregon

RE: BOND #7258 - Haskins & Brooks Construction Company,
Inc. to State of Oregon
Bolon Island Grading Job
State Highway Contract #1682

Gentlemen:

We quote herewith telegram received today from Haskins & Brooks Construction Company which we assume has reference to the bond in caption:

> WE ARE ASKING FINAL ACCEPTANCE OUR COAST HIGHWAY JOB TOTAL YARDAGE MOVED APPROXIMATELY SEVEN THOUSAND SHORT MAXIMUM OF CONTRACT HIGHWAY COMMISSION WANTS LETTER YOUR CONSENT TO FINAL ACCEPTANCE MUST BE IN THEIR HANDS PUBLIC SERVICE BUILDING PORTLAND BY TWO PM TODAY PLEASE OBLIGE

This communication may be construed as our consent to the final acceptance by you of this contract with respect to the conditions above quoted.

Yours very truly,

ASSOCIATED INSURANCE COMPANIES,

I. W. Howe

IWH:MEM

Ass't. Manager, Department of Oregon

140

HASKIN & BROOKS CONSTRUCTION COMPANY
GENERAL CONTRACTORS
ROAD BUILDING SPECIALISTS
LACENTER, WASHINGTON
PHONE K 9

October 7, 1935

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We ask and would appreciate your final acceptance of our contract for grading the Bolon Island section of the Oregon Coast Highway near Reedsport, contract No. 1682, immediately after the clean up of the material which is now loose along the face of the cut. We will then have moved an aggregate of 101 to 104 thousand yards, probably about 103 thousand yards of material from the cut.

As the quantities in this contract are variable according to Section 2 of the general provisions incorporated therein, we believe this final acceptance can be made without working any undue hardship on the commission. We make this request at this time because, after cleaning the loose material, it will be impossible for us to get the cats back over the rock face to the top of the cut, as it is necessary to have a dirt face on the incline in order to keep the cats from slipping on the rock. Hence we must know before removing this 3 or 4 thousand yards of material.

By the way of explanation, may we say that we have lost heavily on this job and have now exhausted our powder supply and would have considerable difficulty in carrying on to complete the approximate 7 to 10 thousand yards necessary to bring total quantities up to 110 thousand yards. In addition, the fill which had it held in place would have been completed some weeks ago is sinking almost as fast as we are bringing it up. We have reached our time limit and are facing the rainy season.

We submit this request feeling that we have carried on faithfully and that we are not unreasonable in asking for final acceptance and termination of this contract, so that we may be able to complete the same.

Yours truly,

HASKIN & BROOKS CONST. CO.

By: Geo. A. Haskin

If This request is granted we agree to accept our final estimate when same is presented in full and complete payment of the work performed.

This request is made on the condition that if our proposition is accepted by the Commission we, the contractors, shall be relieved of any obligation to complete the unfinished portion of said work, except that we ~~have~~ shall clean up & leave said job in a condition satisfactory to the Engineer.

Haskins & Brooks Co.
Geo. A. Haskins
Secy.

Gardiner-Reedsport, Grading,
Surfacing and Bituminous Macadam

SUPPLEMENTAL SPECIAL PROVISIONS

As a condition of the award of this contract, the contractor agrees that, if the Haskin & Brooks Construction Company should fail to perform all of the work intended to be performed by it under its contract with the State Highway Commission for certain grading work on the Bolon Island Unit (Stations 565 to 586) of the section of highway to which this contract applies, he (the contractor) will perform the work left unperformed by that company and will accept as full and complete compensation therefor, payment on the same basis and at the same unit prices as apply to other grading work to be done by him under this contract. He agrees, also, that if he is permitted by the Highway Commission to begin the performance of that additional work on or before December 15th, 1935, he will perform the additional work, as well as all other work to be done under this contract, within all specified time limits, and will not cite the required performance of that work as cause for the extension of any of such time limits.

The contractor further agrees that he will conduct all of his operations without interference with the operations of the Haskin & Brooks Construction Co., or its successors or assigns, and that he will make no claim against the State or the State Highway Commission for any damage, loss or extra expense incurred or sustained by reason of failure on the part of the Haskin & Brooks Construction Company to properly and expeditiously conduct and complete its work on the Bolon Island Unit.

COPY

140 C

La Center, Washington
October 7, 1935

OREGON STATE HIGHWAY COMMISSION:

We ask to be released from completion of our contract for grading the Bolon Island Section of the Oregon Coast Highway near Reedsport, contract No. 1682.

We make this request because we are losing money on this contract and have now reached the point where the contract can be canceled, we believe, without working any undue hardship on you. There remain, after the clean-up of the face of the cut, between 7,000 and 10,000 yards to complete yardage for which we have contracted to move.

We will appreciate your final acceptance of the contract immediately after the clean-up of the material which is now loose along the face of the cut. If this favor is granted, we agree to accept our final estimate when same is presented in full and complete payment of the work performed.

HASKIN & BROOKS CONSTRUCTION COMPANY

BY____________________________

FORM 9-A-1 21949 2M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

140e

October 1, 1935.

Haskins & Brooks,
Contractors,
La Center, Wn.

Attention - Mr. Haskins

Gentlemen:

I have discussed with Mr. Baldock the release of your contract at the expiration of your time limit on October 1st. He has given it careful consideration but is of the opinion that approximately the quantity called for in the plans must be removed or else it will cause unanticipated complications in our next contract.

I would recommend therefore that you use every effort to get out as much yardage as possible during the next three weeks, when the matter will be given further consideration.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

E. A. Collier

FORM 8-A 1 22659 2M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

140 e

Sept. 26, 1935

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto is a cross section of Bolon Island fill at station 573 on which is indicated in red the fill as planned; in dotted black the original ground alongside the fill and in solid black the present location of the fill surface. This is perhaps the softest place in the fill and you will note that we lack about 10 feet of being up to grade. It is expected that the next month will demonstrate whether we can bring this fill up to planned height at this time.

Judging by the cracks formed in the fill, the past two months, and the settlements I would judge that the brush mat had been parted about 25 feet left of center and about 35 feet right of center and that the brush mat was intact under the center part of the fill.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

FORM 5-A-1 22659 2M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

140

Sept. 24, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

-BOLON ISLAND CONTRACT-

ATTN: H. G. SMITH

Dear Sir:

E. H. Clymer's last cost analysis on Bolon Island contract to Sept. 15th, 1935, indicates the contractors have lost $14,000 or 45% of their gross revenue and that the loss will increase as the job continues. They had approximately 24,000 yards left to complete the contract quantity of 110,000 yards.

The contractors, as I advised you a few days ago, have requested Roberts to recommend cancellation of the rest of their contract and they may also have made a similar request to yourself or Mr. Baldock at Salem.

Please note fourth paragraph in the attached letter from the contractor setting forth reasons for granting an extension of time on their contract. Also attached copy of a letter from Chase concerning difficulties of supplying them with experienced operators.

It appears probable that with this ground work, the contractors will present claim for loss at the end of the job. I do not like to see a contractor lose money even though he has bid too low. I estimated the cost for this project a year ago at 40¢ for excavation plus haul, which amounted to 10¢ per cubic yard additional. The contractors bid 32¢ including haul. Clymer's lastcost analysis shows cost per yard $.509.

I am writing this letter to keep you in close touch with this problem. We wish the contractor to complete his job and are sure he will continue to lose money if he does so. Do you wish me to take any action or furnish you with further information?

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 140-C

September 23, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project 140-C, the Bolon Island Section of the Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

It is noted that on the section sheet the surfacing was inadvertently omitted by you. Please submit the necessary copies of corrected sheet.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

140C837

September 21, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

With reference to your inquiry in regard to the size of crushed gravel specified for use in the crushed gravel surfacing to be constructed on the Gardiner-Reedsport Section (Projects 140-C, E and F), this will advise that gravel available from the Umpqua River, which is the only gravel available in the vicinity, is a rather fine gravel containing only from 20% to 30% of material retained on a 2-inch screen.

It was thought better to crush the material down to the 1½-inch size securing 50 to 60 per cent of fractured pieces, than to crush to the 2-inch size securing only 20 to 30 per cent of fractured pieces.

Owing to the fact that the bridge over the Smith River Channel cannot be completed until about April 1st, it appears advisable to eliminate the "Bonus" provision from the special provisions. Accordingly, we are sending herewith revised copies of Sheets 24 and 25 of the special provisions.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

FORM 9-A 1 22659 2M 6-35

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND

E. B. ALDRICH, PENDLETON

CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK

STATE HIGHWAY ENGINEER

SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE

REFER TO FILE NO.

14 D C

RECEIVED
SEP [illegible] 1935

Sept. 21, 1935

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Your letter of Sept. 20th, received concerning Haskin & Brooks' contract on Bolon Island. I am advising them to ask for extension of time.

Haskin, this week, asked Roberts to recommend termination of his contract on the grounds that (1) Addition of fill material at this time will not result in completion of fill on the soft ground and (2) That he is losing money because of hard material encountered.

Roberts declined to recommend cancellation because in his opinion the addition of fill material at this time is desirable and the early completion of the contract quantity of excavation is very desirable. Haskin then asked to whom he should apply with his request and Roberts suggested the Division Engineer. I have not heard from Mr. Haskin but he may have been in the Salem office and talked with Mr. Baldock or yourself. In his letter requesting extension of time he set up the basis for a possible claim on the grounds that the tunnels did not disclose the type of material which he has encountered.—Letter dated July 25, 35.

According to Clymer's cost statement there is no doubt but what these contractors are losing money and will continue to lose money. On September 15th, they had approximately 24,000 yards of excavation yet to perform. It is desirable from our standpoint to have this excavation made as soon as possible and in any case the present contractor should be cleaned up and off the island by December 1st, in order that the next grading contractor could go onto the island and shoot the first lift so that it would be ready to haul across the Umpqua Bridge as soon as truck traffic can be permitted, which the Bridge Department estimates will be about January 1, 1936.

We have told Mr. Brooks that he would not be required to complete the cut to the uniform slope shown on the plans but that he could take the cut deeper on the east side where the material is perhaps a little softer and that he could take the lower end of the slope somewhat steeper as this material is softer.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

AC:AWF

FORM 9-A-1 22659 2M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

140 e

Sept. 21, 1935

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto find sheet showing measurement of movement on each side of fill on Bolon Island as of Sept. 14th.

In the last column I have shown "Increase in Height of Fill during past month". It should be noted however that the contractor did not work on this section for two weeks of the past month and that during the other two weeks he placed a good part of his excavation on other parts of the fill.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

September 14, 1935

MEASUREMENT OF MOVEMENT EACH SIDE OF FILL ON BOLON ISLAND

Station	Hubs 15' Out from toe line		Hubs 30' out from toe line		Ground 45' out from toe	Height of fill	Increase past Ma.
	Out in Line	Up in Elev.	Out in Line	UP In Elev.	Up in Elev.		
			LEFT SIDE				
572+00	0.9	0.22	0.9	0.2	0.2	24.2	+10.0
572+50	5.3	3.31	5.7	1.7	0.7	20.0	+8.4
573+00	7.4	3.00	5.4	2.4	1.1	15.0	-0.1
573+50	5.8	2.33	5.1	2.2	0.8	14.4	+0.4
574+00	5.1	1.67	4.4	1.7	1.3	12.5	+2.4
574+50	5.3	1.81	4.3	1.4	1.1	12.2	+2.2
575+00	5.6	2.58	4.6	1.9	0.9	11.3	+0.1
575+50	5.0	2.48	4.3	1.6	0.7	13.5	+2.4
576+00	4.1	2.00	3.6	1.4	0.6	14.8	+4.6
			RIGHT SIDE				
572+00	6.00	3.35	5.8	3.3	3.7	31.3	+11.0
572+50	12.4	5.10	11.4	3.7	3.3	23.4	+9.2
573+00	16.2	6.40	15.2	5.1	4.2	18.0	+4.6
573+50	13.1	5.42	13.3	5.3	5.1	14.8	+3.4
574+00	11.4	4.55	11.2	4.9	4.5	11.8	+1.1
574+50	7.8	4.42	7.4	3.3	1.8	x9.5	-3.4
575+00	5.00	2.68	4.6	1.4	0.8	13.4	+0.7
575+50	3.3	1.69	3.5	1.3	0.6	13.5	+2.1
576+00	Hubs destroyed.						

* Out edge has dropped.
Was 14.0 feet before drop

Baldock

140 C

Sept. 21, 1935.

COST ANALYSIS TO SEPTEMBER 15th, 1935

OREGON COAST HIGHWAY, BOLON ISLAND SECTION
GRADING CONTRACT 1682, PREFIX 10-1003

Haskins & Brooks, Contractors,

Glenn Roberts, Resident Engineer.

	COST	QUANTITY	UNIT COST	UNIT BID	GROSS REVENUE
Clearing and Grubbing	1865.80	95%			3800.00
Excavation, Single Class	43797.06	86110 C.Y.	0.509	0.32	27555.20
12" Corr. Iron Culv Pipe	77.00	70 Lin. Ft.	1.10	1.35	94.50
Total	45739.86				31449.70

Total Cost	45,739.86
Gross Revenue	31,449.70
Net Loss	14,290.16

Net Loss Equals 45.4% of Gross Revenue

BOLON ISLAND SECTION, OREGON COAST HIGHWAY,
GRADING CONTRACT 1682, PREFIX 10-1003.

Details of Cost

Labor:			
Labor		11396.95	
Supervision (Supt.)		1582.70	
Supervision (Brooks, 9 months at $150.00)		1350.00	
State Industrial Accident Insurance		583.93	14913.58
Material:			
12" Corr. Iron Culv Pipe	70 lin. ft at 0.82	57.40	
12" " " " " Bands	3 at 1.05	3.15	60.55
Equipment Rental, Supplies, and Misc.:			
Equipment Rental		11424.75	
Gas, Oil, and Grease		6228.50	
Explosives		7258.33	
Hired Trucks, Moving Equip. & Supplies		510.79	
Small Tools, Supplies and Misc.		1381.50	
Telephone, Travel, and Overhead Expense		639.79	
Interest on Money		468.41	
Cable for Dragline		1212.46	
Modification of Dragline Buckets		274.49	
Lumber, and Supplies, Temporary Construction		108.71	
Bond, 1% of Gross Revenue		314.50	
Home Office Expense		943.50	30765.73
			45739.86

BOLON ISLAND SECTION, OREGON COAST HIGHWAY, GRADING CONTRACT 1682, PREFIX 10-1003.

REMARKS:

This job was started Dec. 20, 1934 and to Sept. 15th was about 78% complete. Extremely wet weather, mud and high tides during the winter and spring and the inconvenience of moving all equipment and supplies to the Island by barge delayed progress and increased cost.

The excavation material is located in one large cut (135 feet high) on the south edge of the island. Material from this cut was hauled to make a fill 1600 feet long, across swamp to north edge of island. The material consisted of earth, soft sand stone, hard sandstone, and slate. The quantity of hard rock is increasing as the cut goes deeper.

It has been necessary to drill and shoot about 80% of the material excavated. About 68,000 cubic yards have drilled and blasted for an average cost of about $0.16 per cubic yard.

Excavation was started February 4th, with a dragline equipped with a 2½ cubic yard bucket and powered with a 120 H.P. Diesel Donkey. Poor progress was made due to long haul, rock encountered too hard to dig without shooting, and delays caused by breakdown, rain and the changing and trying to improve buckets. 19,400 cubic yards were excavated with the dragline in 965 hours, and average of 20 cubic yards per hour. A 55 cat and doser were used to spread and compact fill. After fill was built out about 400 feet, cats and carry all scrapers were moved on the job and the dragline moved out.

Three cats, one 10 cubic yard, one 6 cubic yard carryall scrapers, and one bulldoser working three five hour shifts per day are making slow progress, averaging only about 500 cubic yards per day.

The equipment is not adaptable for this class of material which is practically solid rock. Also the grade (about 30%) is too steep for this equipment on return trips. The contractor estimated that a large percentage of the excavation would be common and therefore brought in equipment which is adapted for common excavation.

The fill is constructed over boggy land and continues to settle as more and more weight is added. In some places the fill has settled as much as four feet over night.

The contractor's loss will increase as the job continues.

E.H. Clymer,
Cost Analyst.

FORM S-A-1 21946 2M 3-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

140

OREGON STATE HIGHWAY COMMISSION

SALEM

September 20, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

The Haskins & Brooks Contract on the Bolon Island Section in Douglas County, was extended to September 30th, without penalty. Please advise them to apply for a further extension of time. This contract cannot be extended in the same manner as the first extension, but must be made somewhat contingent upon the desires of the contractor who secures the new job, and in no case will we give further extension without penalty as we did on the past extension.

It does not seem practical to urge the contractor to put on additional equipment, but he certainly should be urged to complete his contract in the shortest possible time, using the equipment which he has.

We do not know what action the Commission will take on extending this contract, but nevertheless they should file their application to bring the matter to the attention of the Commission.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

140-C

September 19, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Bolon Island Section, Project No. 140-C.

Five bid proposals and five blueprint copies of the plans, revised to indicate the new work, are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 140-C

BOLON ISLAND SECTION OF THE
OREGON COAST HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 19, 1935

Statement of completed Federal Aid work to be submitted prior to submission of final voucher.

New Work

126,500	cu. yds.	Excavation, Single Classification	$ 0.50	$ 63,250.00
4,000	yd. mi.	Truck Haul	0.15	600.00
.39	mile	Finishing Roadbed and Slopes	150.00	58.50
2,900	cu. yds.	Crushed Gravel Surfacing	2.00	5,800.00
250	cu. yds.	Filler	0.40	100.00
500	yd. mi.	Hauling Filler	0.20	100.00
30	M-Gal.	Sprinkling	1.50	45.00
400	cu. yds.	Mineral Aggregate in Place	3.20	1,280.00
27	tons	No. 3 Road Oil in Place	28.00	756.00
4	tons	Emulsified or Cutback Asphalt in Seal Coat	30.00	120.00
			Subtotal	$ 72,109.50
			10% Engr. & Cont.	7,210.95
			Total	$ 79,320.95

Length 0.389 mile

Cost per mile $ 20,390.98

Federal Aid Funds Requested- $ 48,385.77 (61%)
State Funds- 30,935.18

$ 79,320.95

140

SEPTEMBER 18, 1935

Contract
No. 1682

Haskins & Brooks Construction Co.,

LaCenter, Washington.

Gentlemen:

This acknowledges receipt of your letter of September 12th enclosing release of labor claim signed by Milo Askey.

We have noted this on our records.

Yours very truly,

Secretary

HBG:D

HASKIN & BROOKS CONSTRUCTION COMPANY
GENERAL CONTRACTORS
ROAD BUILDING SPECIALISTS
LACENTER, WASHINGTON
PHONE K 9

1682

September 12, 1935

RECEIVED
SEP 14 1935

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Inclosed please find release of Milo Askay's labor claim.

Yours truly,

HASKIN & BROOKS CONST. CO.

By: Kari

Inc.

REFERRED TO
McFarland
SECRETARY

acknowledge and record on record cards
[illegible]

GEO. A. HASKIN
PROPRIETOR

SALES CHEVROLET SERVICE

GOODYEAR TIRES
GAS OIL
STORAGE
TOWING

AUTOMOBILE CLUB OF WASHINGTON AAA

HASKIN'S HI-WAY GARAGE
DEALERS IN
AUTOMOBILES AND ACCESSORIES
COMPLETE AUTOMOTIVE SERVICE
LA CENTER, WASHINGTON
SERVICE THAT SATISFIES

SEP 1 3 1935

La Center, Washington
September 12, 1935

I hereby acknowledge receipt of payment in full for wages and release any and all claims against Haskin & Brooks Construction Company and Haskin's Hi-Way Garage of any sums due me to date.

Signed Milo Askay

M. Downey
Witness

140e

SEPTEMBER 18, 1935

Contract
No. 1682

Associated Insurance Companies,
408 Wilcox Building,
Portland, Oregon.

ATTENTION: Mr. C. McDonald

Gentlemen:

Acknowledgment is made of your communication of September 14th enclosing copy of release of labor claim signed by Milo Askay.

We have made notation of this settlement on our records.

Yours very truly,

Secretary

HBG:D

ASSOCIATED INSURANCE COMPANIES
ASSOCIATED INDEMNITY CORPORATION
ASSOCIATED FIRE & MARINE INSURANCE COMPANY
HEAD OFFICE
SAN FRANCISCO

OREGON DEPARTMENT
PHILIP S. CARRELL, MANAGER
408 WILCOX BUILDING

PORTLAND, OREGON

Contr 1682

September 14th, 1935

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Bond Haskin & Brooks Construction Co., to State of Oregon
(Bolon Island Grading Job) Milo Askay, Claimant

Gentlemen:

We enclose copy of release signed by Milo Askay and received by us today from Haskin & Brooks Construction Company, with reference to the matter in caption on which you wrote this office on September 3rd, 1935.

We believe this release will be sufficient for the purpose of closing your file and ours in this matter.

With kind wishes, we are

Yours very truly,

ASSOCIATED INSURANCE COMPANIES

C. S. McDonald

Department of Oregon

CM:m
encl.

McFarland
acknowledge
HBG

HASKIN'S HI-WAY GARAGE
La Center, Washington

La Center, Washington
September 12, 1935

I hereby acknowledge receipt of payment in full for wages and release any and all claims against Haskin & Brooks Construction Company and Haskin's Hi-Way Garage of any sums due me to date.

(signed) Milo Askay

(signed) M. Downey
Witness

140c

September 18, 1935

Mr. E. A. Collier,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Reference is made to your letter of September 17th concerning extension of time on the Haskin & Brooks Contract No. 1682 - Bolon Island Section.

You are advised that in accordance with your recommendation of July 22nd, Haskin & Brooks, were granted an extension of time on this contract to September 30, 1935. This extension was acted upon by the Highway Commission on August 2, 1935. It will be necessary for the contractors to submit another application if they over-run the Sept. 30th date.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 2-B-1 20830 1M 3-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

Sept. 17, 1935

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. B. GLAISYER

Dear Sir:

Haskin & Brooks requested a sixty day extension of time on their Bolon Island contract. They secured consent of their surety for a seventy-five day extension of time to October 15th. I recommended a sixty day extension of time but have not heard what action, if any, the Commission took on their request.

It is apparent these contractors will not complete their job even by October 15th, and if formal action has not been taken or the extension of time can be modified at this time, please make the extension read to October 15th.

Very truly yours,

E. A. Collier
E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith

EAC:AWF

FORM 5-A-1 22659 2M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

146

Sept. 17, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

-Bolon Island Contract-

Dear Sir:

You will note on Sept. 15th, estimate for Bolon Island contract and on Roberts' Weekly Report of Sept. 14th, that the contractor has averaged only 370 yards a day the past month; that his total yardage for the month was 7500 and that to complete the contract quantities will require 24000 yards.

At his present rate this would require over 3 months or until December 15th. I can see no reason at present to think his speed will improve unless he puts on additional or different equipment. He has asked for an extension to September 30th, and an additional two and a half months extension will be required to permit him to complete the yardage. It is possible that we will complete the fill with less yardage than the contract quantity and in that case less time will be required for him to complete the job.

It is not probable that our next contractor will want to start work on the island much, if any, before December 15th. Clymer's report indicates contractor is losing money. The material, blocky sandstone, is becoming more unfavorable for tractor operation.

Please advise should I urge contractor to put on additional equipment or suggest that he request further extension of time.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

FORM S-A-1 21948 2M 8-35

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

14

September 10, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In regard to the Bolon Island fill, beg to advise that Mr. Paxson is making some sketches showing how he wishes the fill made around the Reedsport end of the bridge. This will be incorporated in the specifications.

With respect to the settlement on the Bolon Island section, I am unwilling to make any grade changes at this time as we anticipated considerable movement of this soil, even to the extent of more filling under the second contract. Therefore please dump all material possible into this place until it has reached stabilization.

You may submit an extra work order for the road down to the end of the bridge if you prefer.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

FORM 8-A-1 22650 2M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Sept. 5, 1935

IN REPLY, PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Under separate cover by express today I am sending you cross sections of the Bolon Island cut on hard profile paper prepared by G. E. Roberts August 31st. On these cross sections are shown area, which we expect Haskins & Brooks will take out and the area remaining after completion of their contract. Also included are computation sheets showing the yardage which we expect Haskins & Brooks will move and the yardage remaining. Present progress of contractors indicates they will not finish before October 31st.

So far as I know there will be little or no object in having contractor on the new job start work on the island until December. Haskins & Brooks are apparently losing money on the island and I hesitate at this late date to urge them to put on more equipment.

Our contractor on the work to be let October 3rd, can construct box culvert and place drainage and perform grading and surfacing on the Gardiner side and can construct the trestle shoofly approach for the Winchester Bay Lumber Company and construct catch basins and place drainage structures on the Reedsport side this Fall.

So far as I know no additional information is needed for the Reedsport-Gardiner project.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWP

140e

#1682

September 3, 1935

Associated Indemnity Corporation
Phillip S. Carrell,
Wilcox Building
Portland, Oregon

Gentlemen:

Attached is a copy of a letter which we have received from Milo Askay, Vancouver, Washington, regarding his claim against Haskin & Brooks Construction Company in connection with their Bolon Island grading job, State Highway Contract No. 1682.

If Mr. Askay's statements are correct, and we have no reason to believe their are not, we are of the opinion that Haskins & Brooks should be required to take care of this account.

You appear as surety on the bond furnished by this contractor in connection with this project and we will appreciate your looking into the matter to the end that the account is paid, if investigation discloses that it is a legitimate one.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC Secretary
encl.

cc - Haskin & Brooks Construction Co.,
La Center, Washington

#1682

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY

August 31, 1935.

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

RE: HASKIN & BROOKS CONSTRUCTION CO. - Bolon Island grading project.

Dear Sir:

We acknowledge receipt of your letter of the 28th, giving us the information asked for with respect to the above project, and also your letter of the 30th, supplementing your letter of the 28th, enclosing copy of letter from Mr. Milo Askay of Vancouver, Washington, advising of his claim against the Haskin & Brooks Construction Co. in connection with the Bolon Island grading project.

Our inquiry concerning this project was not prompted by any connection with the Haskin & Brooks Construction Co. on the project from a bond standpoint. It happens that up to a certain date we were carrying certain property damage and liability insurance for Haskin & Brooks Construction Co., and our inquiry was in connection with a possible property damage claim that has been made under that coverage.

Inasmuch as we did not write the bond of Haskin & Brooks Construction Co. on the Bolon Island job, we, of course, are not interested in any way in connection with Mr. Askay's claim. It would appear, however, that if the truck that he drove was performing work for this contract, that it would be a proper claim against the bond filed by Haskin & Brooks on that contract. The matter, however, should be taken up with the bonding company that bonded that job.

Thanking you for calling the matter to our attention, and also for giving us the information requested by us and contained in your letter of the 28th, we are,

Very truly yours,
HANSEN & ROWLAND, Inc.
General Agents,
By
A. Van R. Schermerhorn,
Mgr. Surety Bond Dept.

AVRS:FT

#168

140 C

Vancouver, Wash
August 27, 1935

Oregon State Hi-way Commission

Salem, Oregon

Dear Sirs:

Some time ago I notified you of a claim against Haskin & Brooks Construction Co. You suggested that I file notice of my claim with the Associated Indemnity Corporatio, who had written the surety bond for Haskin & Brooks Const. Co. The Bonding Co. wrote back and said they had a letter from Mr. Haskin stating that my claim should be referred to Haskins Hiway Garage. When I tried to get a settlement from Haskins Hiway Garage, Mr. Haskins offered me ½ of the amount due me. I wrote to the Washington State Hiway Dept. and explained the whole situation to them. They replied that the matter was out of their jurisdiction because the contract was not let by their department.

The truck which I was driving was owned by Haskins Hiway Garage. There had been several trips made with it to Reedsport, Ore. One of these trips was made within three days of the date I started to deive. On each of the previous trips the drivers were payed by Haskin & Brooks Const. Co. For this I have proof. Their expenses were also payed by Haskin & Brooks. For this I have proof. When I drove the truck to Reedsport, my expenses were payed by Haskin & Brooks. Also the gas for the truck. Some ten days after I completed my trip to Reedsport, I quit working for Mr. Haskins. When I asked for a settlement, he payed me for what work I had done in his garage, but not for the trip to Reedsport. I left town for a few days and Mr. Haskins told some of the workmen at the garage that if they saw me, have me leave my address and he would mail my "Haskin & Brooks" check to me. I left my address but he failed to keep his word and when I notified you of my claim against Haskin & Brooks Const. Co. he switched the claim to Haskin Hiway Garage. It looks to me like he is just trying to cheat me out of it. Isn't there some way of getting justive in a case like this? Or, does a man have to work and then thank his lucky stars if he ever gets payed?

I would like to know, also, if there was any specifications in his contract as to wages to be payed and if so, what they were for driving truck.

Yours very truly,

Milo Askay

3500 "O" St
Vancouver, Wash

AUGUST
30
1935

Hansen & Rowland, Inc.,
Washingtin Building,
Tacoma, Washington.

ATTENTION: Mr. A. Van R. Schermerhorn
Manager, Surety Bond Dept.

Gentlemen:

Supplementing my letter to you of the 28th inst., I am enclosing a copy of a letter from Mr. Milo Askay, Vancouver, Washington, advising of his claim against Haskin & Brooks Construction Company in connection with the Bolon Island grading project.

It appears to us if Mr. Askay's statements are correct, Haskin & Brooks should settle this account.

We would appreciate your looking into the matter.

Yours very truly

Secretary

HBG:ED
Encl 1

AUGUST
30
1935

Mr. Milo Askay,
[illegible] "O" Street,
Vancouver, Washington.

Dear Sir:

This acknowledges receipt of your letter of August 27th regarding your claim against Haskin & Brooks Construction Company.

I am referring your letter to our attorney.

Yours very truly,

Secretary

HBG:HD

140 C

AUGUST 28,1935

Hansen & Rowland Inc.,
Washington Building,
Tacoma, Washington.

ATTENTION: Mr. A. Van R. Schermerhorn
Mgr. Surety Bond Dept.

Gentlemen:

Reply is made to your letter of the 24th inst. in regard to Haskin & Brooks Construction Company contract for the construction of the Bolon Island grading project on the Oregon Coast Highway in Douglas County, State Highway Contract No. 1682.

Our records disclose that this contract was approximately 74% complete on August 15th; the total amount earned by the contractor to August 15th was $29,059.62. The total amount paid the contractor was $26,032.32, which leaves the retained percentage in the hands of the State Highway Commission $3,027.30. From the above you will understand that the job has not yet been completed.

The State Highway Department has no knowledge of any claims outstanding against this work - atleast, no claim has been filed in this office that has not been satisfied.

Yours very truly,

Secretary

HBG:ED

Aug, 26, 1935

H. B. G.

This contract was approximately 74% complete on August 15th. The total amount earned is $29,059.62 - Total amount paid to date is $26,032.32 - Retained percentage is $3,027.30 -

Completion date of the contract is Oct, 14, 1935 -

J. McF.

---

low bidder on the Bolon Island grading job in the amount of 40,334.00, which contract was awarded, we believe, to them.

We would appreciate your advising us on what date they finished their work on this job. Also we would appreciate your advising us what, if any, claims were filed under the contract. If so, by whom and the dates filed.

Yours very truly

[illegible], Inc.
General Agents

By A Van R Schermerhorn
A. Van R. Schermerhorn
Mgr. Surety Bond Dept.

AVRS:dj

#1682
Douglas Co

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY

August 24, 1935

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission,
Salem, Oregon

RE: HASKIN & BROOKS CONSTRUCTION COMPANY

Gentlemen:

On December 6th, 1934, the Haskin & Brooks Construction Company of La Center, Washington, was the low bidder on the Bolon Island grading job in the amount of $40,364.00, which contract was awarded, we believe, to them.

We would appreciate your advising us on what date they finished their work on this job. Also we would appreciate your advising us what, if any, claims were filed under the contract. If so, by whom and the dates filed.

Yours very truly

HANSEN & ROWLAND, INC.
General Agents

By A Van R Schermerhorn
A. Van R. Schermerhorn
Mgr. Surety Bond Dept.

AVRS:dj

FORM 8-A-4 10154 5M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

14

Aug. 24, 1955

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto find measurements showing the rise and movement out of the meadow adjacent to the fill on Bolon Island as of August 14th, 1955.

Mr. Roberts reports that his August 14th, measurements of the cut and fill on Bolon Island show a shrink of 17.3% from cut to fill. In the preliminary estimate we used 25%.

Please note the big movement of the meadow on the right hand side of station 573. As stated in my letter of about a week ago we are letting that side of the fill rest for approximately two weeks and will thereafter start putting additional fill on it in the hopes that it can be built up without producing excessive side movement.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

August 14th, 1935

MEASUREMENT OF MOVEMENT EACH SIDE OF FILL ON BULON ISLAND

Station		Hubs 15' Out from toe line		Hubs 30' out from toe line		Hubs 45' out from toe line	
		Out in line	Up in Eleva.	Out in Line	Up in Elev.	Up in Elevation	Height of
			--LEFT SIDE--				
572+00	1	0.28	0.04	0.5	0.0	0.0	14.5
572+50	2	2.78	2.01	1.8	0.8	-0.2	11.6
573+00	3	3.35	1.47	2.6	0.9	-0.1	15.1
573+50	4	1.60	0.72	1.1	0.4	-0.2	14.0
574+00	5	1.00	0.25	0.8	0.1	-0.1	10.1
574+50	6	0.92	0.17	0.7	0.1	-0.1	10.0
575+00	7	0.83	0.29	0.8	0.2	-0.1	11.2
575+50	8	0.80	0.27	0.6	0.0	0.0	11.1
576+00	9	0.75	0.21	0.8	0.0	0.0	10.2
572+00	1	5.00	2.48	4.0	2.3	1.3	20.5
572+50	2	9.4	4.13	8.4	2.7	1.7	14.2
573+00	3	11.4	5.05	10.4	4.0	1.1	13.4
573+50	4	8.1	3.40	8.1	3.7	2.2	11.4
574+00	5	6.2	2.77	6.0	3.1	2.1	10.7
574+50	6	3.8	2.59	3.2	1.9	0.4	12.9
575+00	7	2.00	1.33	1.6	0.6	0.1	12.7
575+50	8	0.7	0.38	0.5	0.1	0.0	11.4
576+00	9	Hubs destroyed					10.2

FORM 9-A-1 16819 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

14 C

August 24, 1935.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

I am advised by Chase that a 5'x5' concrete culvert on pile foundation will be slightly cheaper than the composite trestle at the Gardner Cannery. The Bridge department were unable to include it in the Smith Channel letting for lack of time; therefore, you should include it in the Bolon Island grading. Quantities are approximately as follows:

5'x5' - .6 c.y. per lin ft. barrel
100 lbs Steel " " " "
1 Iron Pile under each wall
12 c.y. Concrete for wings
1000 lbs Steel " "

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

BY

H. G. Smith
Construction Engineer.

Dictated by
H.G. Smith
LH

CC to
R.H. Baldock.

FORM 6-A-1 10154 5M 1-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

140 C

August 24 1935

Mr R H Baldock
State Highway Engineer
Salem Oregon   Attention H G Smith

Dear Sir;

Herewith plans for completion of grade and surface on Reedsport Gardiner section as per attached letter from Goodnight. Please have Bridge Dept design box culvert and compute quantities for concrete, steel and piling.

Haskins and Brooks will probably finish the present grading contract early in October. Yardage in big cut suject to revision at that time.

Respectfully Yours

E A Collier
Division Engineer

REFERRED TO
Smith
By State Highway Engineer

See me about this.

14

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

STATE HIGHWAY COMMISSION
SALEM

August 19, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

lli r,
ineer,
Highway Commission,
egon.

In regard to the next Bolon Island contract, e let on October 3 so should be in Salem not ugust 24.

I think it an excellent idea to dig the east as possible under the present contract, but I do not see the advantage of constructing the hauling road to the bridge unless you believe it advisable to avoid danger of rolling rocks onto the bridge by later construction. You may, if you think advisable, submit an estimate of its cost and obtain the contractor's consent to its construction, in order that it may be given more consideration.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

By

H. G. SMITH,
Construction Engineer.

HGS/AM

cc R. H. Baldock

-A-1 21945 2M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August 19, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Oregon State Highway Commission,
Roseburg, Oregon.

Dear Sir:

In regard to the next Bolon Island contract, this is to be let on October 3 so should be in Salem not later than August 24.

I think it an excellent idea to dig the east side as low as possible under the present contract, but I do not see the advantage of constructing the hauling road to the bridge unless you believe it advisable to avoid danger of rolling rocks onto the bridge by later construction. You may, if you think advisable, submit an estimate of its cost and obtain the contractor's consent to its construction, in order that it may be given more consideration.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

By

H. G. SMITH,
Construction Engineer.

HGS/AM

cc R. H. Baldock

FORM 6-A-1 10194 5M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Aug. 15, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Herewith print showing present Bolon Island cut and proposed hauling road to get material down to the end of the Umpqua bridge. Please return this print to me.

The east side of the cut is somewhat softer material than the west side and the present contractor would like to dig that side lower. By letting him drop it to approximate elevation 120 we can construct the hauling road on a 15% grade with one loop down to within 15 feet in elevation of the end of the bridge and I had planned a timber trestle on top of the deck of the bridge 100 feet long. This would make a maximum length hauling road of 530 feet on a 15% grade. After the first lift was taken off at elevation 120 the hauling road should be shortened about 100 feet for the next lift down to elevation 100.

The lift down to elevation 80 would still be taken around the loop but the lift down to elevation 60 would be taken directly off the end of the trestle and for the final lift the trestle would be removed. It will be possible to make this loop with a 30 foot radius and maximum cut on the upper side not over 15 feet as there is a small flat spot on the hill at that point. There is no other suitable place for a loop on the side of the hill either up or down stream from the bridge. A switchback could be constructed either way but I doubt if it would be very satisfactory.

I believe I could arrange with the present contractor to grade this road with a bulldozer at his contract price for excavation as no haul would be involved and it appears to me that it would be a material advantage in letting the next contract to have this hauling road built. It is possible, of course, that the sufcessful contractor would select some other method of getting the rock down but so far I do not know of any better plan.

Please advise, shall I have our contractor construct this hauling road sometime during the next six weeks?

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
EAC:AMF

FORM 5-A-1 10154 5M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Aug. 15, 1935

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

-Bolon Island Fill-

Dear Sir:

There have been a few longitudinal cracks in the Bolon Island fill on the first 200 feet out from the foot of the hill at various times during the past two months.

These cracks simply opened about 3 inches but neither side went down. On Sunday night, August 11th, a settlement of about 2½ feet occurred over the east half of the fill, station 572+50 to 575. The meadow east of this settlement was elevated about 5 feet and this movement extended as far as the drain ditch at 150 feet east of the center line, which was closed for a distance of 50 feet. The meadow east of the ditch apparently was not affected. I visited the job Wednesday and asked the contractor not to put any more material on this settled part during the next two weeks. He was perfectly willing to work on other parts of the fill. At his present rate of progress it will require two months to complete contract quantity. The fill was about 15 feet high and is now about 12½ feet high.

I hope this settlement will take a set and recover some stability during the next two weeks so that we can put another raise of dirt without producing much more movement.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

FORM 5-A-1 10164 5M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Aug. 12, 1935

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: O. A. CHASE

Dear Sir:

Received print of layout sheet for Smith Channel Bridge. As you know, the contract for construction of the fill on Bolon Island was let sometime ago and the north end of the fill adjacent to the Smith Channel Bridge has been finished to the grade shown on the plans.

I note that the layout sheet shows profile on the low side of the super. Heretofore on all bridges you have carried profile on the high side of the super and we have in several cases been required to lower our grades accordingly. Our grade on Bolon Island adjacent to the bridge has been built with profile grades shown on the plans held at 15.5 feet right of center or on the high side of the super. If possible, we would appreciate having bridge grade meet this. If impossible, we will raise our grade under subsequent contract as we cannot ask our present contractor to refinish his grade at this point.

On the Gardiner end of the Smith Channel Bridge it is necessary to have an approach to the road running east to East Gardiner. I believe you have vicinity maps which would show the shape of the hill at this end of the bridge. There is a steep rocky point and in order to make curve from bridge to East Gardiner road it will be necessary to arrange a flare on the end of the bridge or to leave off railing, ~~and~~ curb and sidewalk on the east side for the last panel so that we can fill out.

Mr. Smith looked this situation over Friday and perhaps has talked to you about it already.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith

EAC:AWF

REFERRED TO
Smith

Give me alternate estimates.

14

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

STATE HIGHWAY COMMISSION
SALEM

August 2, 1935

IN REPLY PLEASE
REFER TO FILE NO.

AUG 9 - 1935

k
y Engr.
a.

ATTN: H. G. SMITH

Gardiner Mill Company was in the office a day
ad left word that he would like to have a culvert
e stream at the cannery instead of a bridge.

little investigation to see whether the culvert
as cheaply as the bridge. If so, do you see any objection to constructing a culvert instead of a bridge? I think we have ample material on Bolon Island to make the fill and once built it will be better than a bridge.

It will be necessary to determine the type of foundation on which the culvert must be founded and if pile foundation is required for part or all of the structure the cost will probably be more than the cost for a bridge. The bridge length 25 feet, as shown on our early plans, is probably inadequate as the slopes intersect at approximate elevation 4 and the bottom of the creek is approximate elevation minus 2.5.

We would need not less than 50 feet of bridge to permit drainage down to the bottom of the creek. I would estimate 50 feet of treated timber and concrete deck bridge with protection of end slopes at not less than $5000 and it is probable we can construct the culvert for this amount of money.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

FORM 5-A-1 10184 5M 1-35

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

August 2, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Mr. Ford of Gardiner Mill Company was in the office a day or two ago and left word that he would like to have a culvert placed in the stream at the cannery instead of a bridge.

I will make a little investigation to see whether the culvert can be built as cheaply as the bridge. If so, do you see any objection to constructing a culvert instead of a bridge? I think we have ample material on Bolon Island to make the fill and once built it will be better than a bridge.

It will be necessary to determine the type of foundation on which the culvert must be founded and if pile foundation is required for part or all of the structure the cost will probably be more than the cost for a bridge. The bridge length 25 feet, as shown on our early plans, is probably inadequate as the slopes intersect at approximate elevation 4 and the bottom of the creek is approximate elevation minus 2.5.

We would need not less than 50 feet of bridge to permit drainage down to the bottom of the creek. I would estimate 50 feet of treated timber and concrete deck bridge with protection of end slopes at not less than $5000 and it is probable we can construct the culvert for this amount of money.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

FORM 6-A-1 19164 5M 1-36
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1902

July 22, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. B. GLAISYER

Dear Sir:

I received a copy of an application from Haskin & Brooks for an extension of time on their Bolon Island contract.

In the first paragraph he asks for a 75 day extension and in the last paragraph for 60 days. Our progress charts indicate that he will not be able to finish much, if any, before September 30th, and I recommend that a 60 day extension from July 31, to September 30th, be granted to them without penalty for the following reasons:

1. Noncompletion has not inconvenienced public travel.

2. Engineering expense will be increased somewhat but Resident Engineer Roberts has charge of another project or two so that increased engineering costs will not be large.

3. Rains during the first 4 months turned earth material to mud and prevented contractor from working more than about half the time. The contractor was able to make slow progress with his dragline during this wet weather but did not make much progress on the job until he had secured large tractor scrapers and good weather had set in.

4. Experienced operators have not been available and he has been compelled to break in new men and on account of the 30 hour week there has been a large turn-over as these men have gone on to other work where they could secure 40 hour employment.

As to his claim that more rock was encountered than he anticipated, I would say this is a case of the contractor's judgement. There was a tunnel on each side of the hill and the one on the south side showed more solid than on the north but neither of the tunnels disclosed the material in the central five or six hundred feet of the cut. He has encountered some blue sandstone and was quite slow about securing adequate equipment for drilling. However his main delays have been due to bad weather, inexperienced operators and breakdown of equipment.

It is probable the Umpqua bridge will not be finished before late in November so that a delay in completion will not delay completion of the entire job.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
EAC:AWF

FORM 5-A-1 19154 5M 1-26
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

140 C

July 17, 1935

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Measurement of cut and fill on Bolon Island July 15th, indicates shrink of 22% so far. Herewith tabulation showing movement out and up of the area alongside of the fill. Measurements are being taken on lines of hubs spaced 15 feet, 30 feet and 45 feet out from toe of the slope on each side of fill.

Maximum movement out of 3 feet and up of 1.8 feet is noted 15 feet to the right of toe at station 572+50. Less than two-thirds of total height of fill is in place at this station and additional movement of ground under fill is anticipated. About the first of June the first crack showed in left side but this has been covered and has not shown since.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AFF

JULY 15, 1935

MEASUREMENT OF SWAMP EACH SIDE OF FILL ON BOLON ISLAND

LEFT SIDE

Station	Hubs 15' Out from toe line		Hubs 30' out from toe line		Hubs 45' out from toe line	Height of Fill
	Out in Line	Up in Elev.	Out in Line	Up in Elev.	Up in Elev.	
572+00	0.15	0.04	0.0	0.0	0.0	15.5
572+50	1.80	1.35	0.9	0.4	0.0	11.4
573+00	1.80	0.87	1.5	0.5	0.1	10.4
573+50	1.85	0.22	1.5	0.1	0.0	10.6
574+00	0.65	0.08	0.5	0.0	-0.1	10.8
574+50	0.55	0.08	0.3	0.0	0.1	9.9
575+00	0.50	0.13	0.5	0.0	0.0	9.0
575+50	0.30	0.12	0.3	0.0	0.0	8.8
576+00	0.25	0.09	0.2	0.0	0.0	8.6
			RIGHT SIDE			
572+00	1.80	1.07	1.3	0.8	0.4	20.0
572+50	3.00	1.80	2.3	1.2	0.5	18.0
573+00	2.70	1.57	2.5	0.9	0.2	14.3
573+50	1.25	0.64	0.8	0.4	0.3	12.9
574+00	0.80	0.41	0.3	0.2	0.1	11.5
574+50	0.65	0.25	0.3	0.0	0.0	10.3
575+00	0.30	0.11	0.1	0.0	0.0	9.1
575+50	0.15	0.06	0.1	0.0	-0.1	9.0
576+00	Hubs destroyed					9.0

FORM 6-A-1 19184 5M 1-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1402

July 10, 1935

IN REPLY PLEASE
REFER TO FILE NO.

State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: SAM BOARDMAN

Dear Sir:

You asked us to make parking space on the west side of the Coast Highway at the north end of the big cut on Bolon Island.

Please examine the plans for the present project. You will note there is a cattle pass to be built by us and in the present location it will interfere with parking at the north end of the cut and while we could make fill to the north of it, people going from their cars to your trails would have to pass over the cattle pass. It would be necessary to fence from the ends of the cattle pass out to the edge of our right of way in order that Chamberlain's cattle may pass from the pasture to the barn. If you have any suggestions as to the location of this cattle pass please advise within the next month and if you have an opportunity, go over on the island with Glenn Roberts.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

#1682
140C

1682

HASKIN & BROOKS CONSTRUCTION COMPANY
GENERAL CONTRACTORS
ROAD BUILDING SPECIALISTS
LACENTER, WASHINGTON
PHONE K 9

July 8, 1935

Oregon State Highway Commission
Salem, Oregon

Reference: Claim--Mr. Milo Askey

Gentlemen:

Please be advised that this man was never at any time in the employ of Haskin & Brooks Construction Company nor was he employed on any of the construction on the Bolon Island project.

He was employed by Haskin's Hi-Way Garage and should direct any claim to them.

Yours truly,

HASKIN & BROOKS CONST. CO.

Geo A Haskin
Geo. A. Haskin

GAH
k

Ln 1682
140e

June 29, 1935

Associated Indemnity Corporation
Phillip S. Carroll, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have just received from Milo Askay, Vancouver, Washington, in which he advises that he has a claim against Haskin & Brooks Construction Company for services rendered in connection with their contract with the State Highway Commission for the grading of the Bolon Island Section of the Oregon Coast Highway in Douglas County, State Highway Contract No. 1682.

This is btought to your attention for the reason that you appear as surety on the bond furnished by the contractor in connection with this job.

Very truly yours,

HBG:OG

Secretary

cc Haskin & Brooks Construction Co.
La Center, Washington

June 29, 1935

Mr. Milo Askay
3500"O"Street
Vancouver, Washington

Dear Sir:

This acknowledges your letter of June 27th advising us of your claim against Haskin & Brooks Construction Co. for services rendered that company in connection with its contract with the State Highway Commission for the grading of the Bolon Island Section of the Oregon Coast Highway in Douglas County, being contract No. 1682.

In connection with this job Haskin & Brooks furnished the State of Oregon a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the job. We are offering this bond to you for the protection of your claim. It was written by the Associated Indemnity Corporation for which Phillip S. Carrell, Wilcox Building, Portland, is local agent. We suggest that you file notice of your claim with the bonding company, giving them full facts in connection therewith.

In accordance with our usual practice I am also today calling the matter fo the attention of the bonding company.

Very truly yours,

HBG:OG

Secretary

F168 2

140 2

Vancouver, Wash.
June. 29 [illegible]

Bureau of Pub Bureau of [illegible]
Salem Ore. [illegible]
Dear [illegible] Dear Sir:

I wrote you a letter
which I [illegible] June 27 concerning a settlement
[illegible] well, [illegible] and [illegible] Brooks
[illegible] Construction Co.

I wish to [illegible]
Construction [illegible]
Washington, to cancel my claim against
Reedsport, [illegible] for the time being.
a truck to [illegible] has been
hauling for [illegible]
their job. [illegible]
in Reedspo [illegible] develops
other machi [illegible] making my statements
back, for or claim against them.
The truck
was there [illegible]

Yours Truly,
[illegible] Aakay.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

CASE
FILE NO.

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Channel Bridge as early as possible so that the contractor could place a small hopper on the bridge and unload from scows to trucks on the bridge. The surfacing for Reedsport could be unloaded at several points along the water front as is being done at present and the surfacing for the part north of Smith Channel could be unloaded through small hopper on the bank as there is a sufficient depth of water at low tide up to the bank.

We expect the material from the cut will be harder than the present excavation being made by Brooks & Haskins. The present fill is so soft the cats cannot go over the fill for several days after a rain and of course if our fills were in such condition, they could not be surfaced until they had dried out.

Vancouver, Wash.
June 27, 1935

Bureau of Public Roads
Salem Or.

Dear Sirs:

[illegible] which I think you can help me with, or at least set me straight on the situation as to:

Haskin & Brooks Construction Co., [illegible] Washington, have a job at Reedsport, Ore. I was driving a truck to Reedsport Ore. hauling some machinery to their job. I had to stay over in Reedsport, waiting for some other machinery to be brought back, for [illegible] two days. The truck I was driving was their truck.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

possible to haul fill material
543, on the Will company's plank
he present highway near the
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the summer. The surfacing is
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possible so that the contractor could place a small hopper on the bridge and unload from scows to trucks on the bridge. The surfacing for Reedsport could be unloaded at several points along the water front as is being done at present and the surfacing for the part north of Smith Channel could be unloaded through small hopper on the bank as there is a sufficient depth of water at low tide up to the bank.

We expect the material from the cut will be harder than the present excavation being made by Brooks & Haskins. The present fill is so soft the cats cannot go over the fill for several days after a rain and of course if our fills were in such condition, they could hot be surfaced until they had dried out.

[illegible] approached [illegible]
George [illegible]
for my wages [illegible]
[illegible]
[illegible]
[illegible] my work.
There [illegible] for a
payday every 15 days.
I have as yet received no
pay at all for my services.
I would be very thankful
if you could help me get
this situation settled.

Yours truly
[illegible] McKay
3500 [illegible]
Vancouver, Wash.

P.S.
I claim to have 44 hrs
[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

possible to haul fill material
543, on the Mill company's plank
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We expect the material from the cut will be harder than the present excavation being made by Brooks & Haskins. The present fill is so soft the cats cannot go over the fill for several days after a rain and of course if our fills were in such condition, they could hot be surfaced until they had dried out.

FORM 5-A-1 16619 15M 9-34

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

140

April 29, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Your letter of April 23rd, received. It would be possible to haul fill material from the south end of the Umpqua Bridge, station 543, on the Mill company's plank trestle and by streets following the railroad to the present highway near the railroad depot and thence by highway to the Schofield Bridge, in order to start the fill at that end if this haul were done during the summer. The surfacing is very light and would not stand heavy haul during the winter. The haul distance would be about one-fourth mile longer.

I am sending you a blue print showing in colors the successive layers of the fill as planned. After the contractor provided some method of getting down off the end of the bridge he would place the first or yellow layer going south clear to the Schofield Bridge up to elevation 6 and up to elevation 8 between station 533 and 515. The second layer of brown from 515 to 504 would be followed by the third or white layer, which would start at Schofield Bridge and progress north completing all fill to station 533. Surfacing could start at Schofield Bridge as soon as a section of the white lift was finished. This procedure will permit the contractor to finish, and if necessary, plank the section from 533 to 515 to elevation 8 and over this section he could haul all material south of 515 and raise the fill on this section itself to elevation 10 without rebuilding any hauling road. The remainder of the fill from 533 to 543 could then be finished in successive two foot layers.

As suggested by you, surfacing north of Smith Channel should also be finished before completion of the Umpqua Bridge. Surfacing on Bolon Island can be most conveniently placed by unloading on the Smith Channel Bridge. The material cannot very well be unloaded on the north edge of Bolon Island because of tide flats adjoining the shore line. It would therefore be advisable to finish Smith Channel Bridge as early as possible so that the contractor could place a small hopper on the bridge and unload from scows to trucks on the bridge. The surfacing for Reedsport could be unloaded at several points along the water front as is being done at present and the surfacing for the part north of Smith Channel could be unloaded through small hopper on the bank as there is a sufficient depth of water at low tide up to the bank.

We expect the material from the cut will be harder than the present excavation being made by Brooks & Haskins. The present fill is so soft the cats cannot go over the fill for several days after a rain and of course if our fills were in such condition, they could hot be surfaced until they had dried out.

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

-2- H. G. Smith

IN REPLY PLEASE REFER TO FILE NO.

If a shoofly line is built the project should be ended about 400 feet north of the cannery as there will be no place to use the excavation planned north of that point. If the located line is built through the cannery it would be advisable to sharpen the 4° curve to avoid cutting so much opposite the ferry slip. The ground at this place has slid many times in the past ten years and on account of the water and soil condition we may expect further and more extensive slides at this location if we make our cut further into the bank. Some of the material which we plan to obtain at this point for the fill at the cannery can probably be obtained from the Bolon Island cut and if not, could be borrowed at the location where slide onto the highway would not be caused.

If the 4° curve at the ferry slip is sharpened so that the center line is moved out the project could be ended about 200 feet north of the ferry slip instead of 900 feet north.

Within the next few days I will advise you the capacity of the gravel plant now in the river.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock

EAC:AWF

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon USPW project
NRH 140-C (1935)

April 11, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

Hy bw 24654

Form P. R. 2

State Oregon

U.S.Public Works Hwy. Project No. NRH-140, Section C
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of February, 1935

by and between the Oregon State Highway Commission

constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.) approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.)

Whereas the Highway Department of said State submitted on the 11th day of July, 1933, a revised project statement, which was approved by the Secretary on the 8th day of August, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 15th day of November, 1934 ; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-four thousand, four hundred and 40/100 dollars ($44,400.40) as the share of the United States payable under said act on account of Section C of said project, which is ~~[illegible]~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds apportioned under the act of June 18, 1934. (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 565+43.25 in the NW¼ of Sec. 35, T 21 S, R 12 W and survey station 586+00 in the NW¼ of Sec. 26, T 21 S, R 12 W, W.M.

, length 0.389 of a mile~~s~~, in Douglas County, being Section C of Oregon U.S.Public Works Hwy. project No. NRH-140 (1935), consisting of 0.389 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~ known locally as the Bolon Island Section of the Oregon Coast Highway between official control points Coos Bay and Hebo.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of forty-four thousand, four hundred and 40/100 dollars ($44,400.40), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ ~~dollars ($~~ is xxxxx), the approved total estimated cost of Section 6 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the [illegible] day of [illegible], 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture.

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By
Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon Public Works for the construction of a highway designated in the records of this Department as Project No. NRH-140-C(1935), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $44,400.40 as the total estimated cost of said project, and the sum of $44,400.40 as the share of the United States, payable under said acts on account of such project, which xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx is does not exceed the authorized Federal xxxxxxxxxxxxxx pro rata share of said total estimated cost.

Done at the city of Washington, this ...... day of ....

one thousand nine hundred and thirty-five

Secretary of Agriculture,

By ....
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4829

FORM 8-A-1 16819 15M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 6, 1935.

IN REPLY PLEASE REFER TO FILE NO. 14 5 C

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Contractors Haskins & Brooks on Bolon Island have placed fill about five feet deep and 200 feet long. I estimated maximum output for their present dragline outfit under most favorable circumstances could not exceed 500 yards a day and urged both contractors, who were with me on the job Tuesday, to place additional equipment as soon as possible in order to expedite their job and get up to the daily output required to complete the job on time, which is now something over 1000 yards a day.

They have been up against almost impossible conditions on account of the rain which changed the excavated material into a quicksand but with better weather now and with the top of the cut made, they should make better progress.

Very truly yours,

Ed

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
EAC:AWF

NOTED
State Highway Engineer

FORM S-A-1 16R10 15M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

State Highway Engineer

140

March 4, 1935.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH
-Bolon Island Grading-

Dear Sir:

You will note that contractors Haskin & Brooks are still making very slow progress on Bolon Island and are having bad luck with broken cables and equipment.

I was on the job Wednesday and the material they had moved out onto the meadow was so soft that it would not bear a mans weight in many places and could not be touched with any kind of tractor. In fact there has been so much rain at Reedsport the past few weeks that I doubt if any kind of equipment would have made much progress. The material moved off the top of the hill onto the meadow is almost like quicksand when thoroughly saturated with water. It will dry out very shortly and as soon as the contractors get into firmer material and dryer weather they will be troubled very little, if any, with the mud.

I am still quite skeptical about the dragline operation and the contractor says he plans to put on tractors as soon as the top of the hill is but down and a little better weather prevails. He has been attempting to work four five hour shifts a day. His average progress to date has been only about one-fourth that required to complete on time. So far the meadow has showed no signs of bulging under the load.

I suggest that before requesting the contractor to put on additional equipment we wait until he has one full week of good weather and if his progress during that week does not indicate that he can complete on time, we immediately and urgently request him to put on additional equipment in order that he may complete on time and in order that plans can be worked up for the next job to be put on.

Very truly yours,

E. A. COLLIER
Division Engineer

ldock

HEAD OFFICES
SAN FRANCISCO

140C

January 29, 1935

Associated Insurance Companies
Philip S. Carrell, Manager
408 Wilcox Building
Portland, Oregon

Gentlemen:

Answering your letter of January 28th regarding your copy of the Haskins & Brooks contract for the construction of the Bolon Island Section of the Oregon Coast Highway, I wish to state that these contracts are in the hands of the Attorney for approval as to form. He informs me that it is his intention to give them final inspection today, therefore you may expect to receive your copy within the next day or two.

Very truly yours,

HBC:OG

Secretary.

ASSOCIATED INSURANCE COMPANIES
ASSOCIATED INDEMNITY CORPORATION
ASSOCIATED FIRE & MARINE INSURANCE COMPANY
HEAD OFFICE
SAN FRANCISCO
OREGON DEPARTMENT
PHILIP S. CARRELL, MANAGER
408 WILCOX BUILDING
PORTLAND, OREGON

January 28, 1935

State Highway Commission
Salem, Oregon

Gentlemen:

On or about December the 18th, we executed our bond #7258, upon behalf of Haskins & Brooks Construction Company, Inc., in connection with a job which they received on the Boland Island Section of the Oregon Coast Highway. To date, we have not received our copy of the contract, and we would appreciate receiving same at your earliest convenience.

Yours very truly,

ASSOCIATED INSURANCE COMPANIES

Philip S Carrell
P. S. Carrell
Manager, Department of Oregon

PSC:hp

140C

January 29, 1935

Haskin & Brooks Construction Co.,
La Center, Washington

Gentlemen:

We are sending to you today, under separate cover, one fully executed copy of State Highway Contract No. 1682 which was awarded to you on December 6, 1934 for 0.59 mile of grading on the Bolon Island Section of the Oregon Coast Highway in Douglas County.

This copy is sent to you for your files.

Yours very truly,
STATE HIGHWAY COMMISSION

By

MC Secretary

Note:

In accordance with your request we are sending this copy of the contract to Woodland, Washington.

H. B. G.

January 11, 1935.

140C

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Surfacing Oregon U. S. Public Works Project NRH 140-c (1935) Bolon Island Section of the Oregon Coast Highway will be done as soon as the Umpqua River Bridge is finished and the remainder of the Bolon Island cut completed. It will either be let in conjunction with the balance of the grading, or as a separate project to immediately follow.

Care will be taken that there is a minimum delay between the grading of the Bolon Island approach to the bridge and the completion of the surfacing; as we are very anxious that the bridge be opened without unnecessary delay.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

January 5, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Bolon Island Section, Project No. NRM 140-C (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRH 140-C (1935)

BOLON ISLAND SECTION OF THE OREGON COAST HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 27, 1934

All Required		Clearing and Grubbing		$ 4,000.00
110,000	cu. yds.	Excavation, Single Classification	$ 0.32	35,200.00
1,000	lin. ft.	Rounding Cut-banks	0.10	100.00
40	lin. ft.	12" Corr. Iron Pipe	1.35	54.00
100	lin. ft.	30" Corr. Iron Pipe	3.50	350.00
11	M-FBM	Lumber and Timber	60.00	660.00
			Sub-total	$ 40,364.00
			10% Engr. & Cont.	4,036.40
			Total	$ 44,400.40

Length 0.389 mile

Cost per mile $ 114,139.84

NRH Funds Requested- -$ 44,400.40

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

1

14

#1682

January 3, 1935

Mr. Newman H. Clark
Attorney at Law
1044 Henry Building
Seattle, Wn.

Dear Sir:

Acknowledgement is made of your letter of December 28, in which you notify us of the claim of Isaacson Iron Works in the sum of $4,034.86 against Haskin & Brooks, highway contractors, for labor, materials, and provisions furnished said contractors in connection with their work on the Bolon Island Section of the Oregon Coast Highway, in Douglas County, otherwise designated as State Highway Contract No. 1682.

We note that you have filed your claim with the Secretary of State, as required by statute, and we are today notifying the contractor and the surety on his bond.

Very truly yours,

Secretary

MBL

January 3, 1936

Associated Indemnity Corporation
     Philip S. Carrell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Mr. Newman H. Clark, Attorney, Seattle, enclosing notice of claim made by his client, Isaacson Iron Works, 2917 East Marginal Way, Seattle, ~~his client~~, against Haskin & Brooks, highway contractors, in the sum of $4,034.86, for labor, materials, and provisions furnished said contractors in connection with their work on the Bolon Island Section of the Oregon Coast Highway, in Douglas County, otherwise designated as State Highway Contract No. 1682.

This notice is being given you as surety on the bond furnished by the contractors.

Very truly yours,

Secretary

MBL

cc - Haskin & Brooks

BALLINGER, CLARK, MATHEWSON & FORCE
ATTORNEYS AT LAW
1044 HENRY BUILDING
SEATTLE

JOHN H BALLINGER
NEWMAN H. CLARK
MARK F. MATHEWSON
HORTON C FORCE

JOSEPH S. PEARSON

December 28, 1935

State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed you will find claim of Isaacson Iron Works on State Highway Contract No. 1682, in accordance with Chapter 280, Oregon Laws, 1931.

If you have any technical objection to any part of the claim and if it does not in every way comply with your requirements, please immediately advise us so that corrections can be made.

We are filing duplicate original of said claim with the Secretary of State.

Very truly yours,

Newman H. Clark

NHC:VS
Encl.

CLAIM OF ISAACSON IRON WORKS

TO: THE STATE OF OREGON (State Highway Commission and
Secretary of State):

NOTICE HEREBY IS GIVEN that the undersigned, ISAACSON IRON WORKS, a corporation, 2917 East Marginal Way, Seattle, Washington, has a claim for labor and material and provisions furnished as follows:

Rental and use of One Isaacson Model S-6 Skraper Buggy, Serial No. 6008 for 55 Cletrac	$ 1,356.66
Rental and use of One Isaacson Model 1-10 Skraper Buggy, Serial No. 8001	$ 1,470.00
Labor, materials, provisions, performed and necessary expenses therefor	$ 1,208.20
	$ 4,034.86

in the sum of $4,034.86 against the bond taken from Haskins and Brooks Construction Company (as principal) and the Associated Indemnity Corporation (as surety) for the work of the contract awarded to Haskins and Brooks Construction Company, whose headquarters' address is La Center, Washington, which contract is State Highway Contract No. 1682 and is for grading Bolon Island Section of the Oregon Coast Highway in Douglas County, which contract was dated December 6, 1934, and specified date of completion July 31, 1935, for the amount of $40,364.00 and for which bond was furnished in the same amount. The work consisted of .39 mile of grading.

SIGNED this 27th day of December, 1935.

ISAACSON IRON WORKS,

By John Isaacson
President.

STATE OF WASHINGTON }
} ss.
COUNTY OF K I N G }

I, the undersigned, a Notary Public, do hereby certify that on this 27th day of December, 1935, personally appeared before me JOHN ISAACSON, President of Isaacson Iron Works, the corporation that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation for the uses and purposes therein mentioned, and on oath stated he was authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal the day and year first above written.

Etta A. Anderson
Notary Public in and for the State of Washington, residing at Seattle.

#1682

140C

December 22, 1934

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Attention: V. O. Fudge.

Gentlemen:

In response to your inquiry of December 21st concerning the Haskin & Brooks Construction Company Contract No. 1682, Bolon Island Section in Douglas County, we wish to advise that the bond furnished in connection with this contract was written by the Associated Indemnity Corporation for whom Phillip S. Carrell who has offices in the Wilcox Bldg., Portland, is resident agent.

The amount of the bond is $40,364.00.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

December 21, 1934

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: HASKIN & BROOKS
Le Center, Washington

You advised us, on our Contractor's Questionnaire under date of December 8th, that the bond had not been filed and as a consequence you were unable to furnish us with the name of the bonding company or its agent at the time you completed this form.

We are wondering if you can now give us this information.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

V. O. Fudge

District Credit Supervisor

LH:B
Encl:1

FORM 8-A-1 16819 15M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

140 C.

Dec. 21, 1934.

R. H. Baldock
State Highway Engr.
Salem Oregon.

ATTN: H. G. SMITH

Dear Sir:

The contractor on Bolon Island plans to do all clearing and grubbing and build the mat with a small donkey engine and to excavate with a dragline, placing material in the fill for about 500 feet out with the dragline and spreading the material to full width with a cat working under his cables. From 500 feet out the contractor plans to haul material in trucks loaded through a trap by the scraper.

I doubt the wisdom of the dragline operation but we will have to see how it works out.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

December 13, 1934

1400

Haskin & Brooks Construction Company
LaCenter, Washington

Gentlemen:

I have just received a letter from the Oregon State Industrial Accident Commission advising that you are not or record in their Department.

It is one of the requirements of the State Highway Commission that all successful bidders on its work accept the Oregon Workmen's Compensation Act and, and carry on their work in strict compliance with the provisions thereof.

The State Highway Commission has just awarded you a contract for the construction of the Bolon Island Section of the Oregon Coast Highway at Reedsport, Douglas County. The Commission will require you in connection with this work to protect your workmen by carrying your insurance with the Oregon State Industrial Accident Commission. The details of theOregon Workmen's Compensation Law may be obtained from the Accident Commissioner whose address is State Office Building, Salem, Oregon.

Very truly yours,

HBG:OG

Secretary

December 11, 1934

Haskin & Brooks Construction Co.
La Center
Washington

14-C

Gentlemen:

We are sending you today under separate cover four copies of Contract No. 1682 which was awarded to you by the State Highway Commission on December 6 for the grading of the Bolon Island Section of the Oregon Coast Highway in Douglas County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission? When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page 14 of the contract and on the page marked "Special Provisions" relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours,

Secretary

AJ

N. B. The contract forms must be executed by the President as well as the Secretary of your company. H. B. G.

140 C

December 7, 1934

Haskin & Brooks Construction Co.
La Center, Washington

Gentlemen:

For use in connection with the Bolon Island Grading Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Court House, Roseburg, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MK

Encl.

cc Mr. E. A. Collier
Glenn Roberts

140C

December 7, 1934

Haskin & Brooks Construction Co.
La Center
Washington

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on December 6 for grading Bolon Island Section of the Oregon Coast Highway in Douglas County, and has awarded to you the contract for such work at your bid price of $40,364.00.

Please consider this letter as your authority and our request to commence immediate construction on this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 6, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S. Public Works highway project NRH 140-C (1935), the Bolon Island section of the Oregon Coast Highway, 0.389 miles of grading, to Haskin & Brooks Construction Co., LaCenter, Washington, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Lon

FORM 6-A-1 19874 7800 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

112-2-F

Dec. 3, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon

ATT: H. G. SMITH

Dear Sir:

I am attaching hereto a copy of the recorded lease to the Umpqua Light and Power Co. & the Coos & Curry Telephone Co. for pole line across Bolon Island. You will note this leases to the above named parties the right to build, maintain and operate a light and power line but does not mention telephone line.

I have asked Mr. Hensen, superintendent for the West Coast Telephone Co., to go over this job with Glenn Roberts and arrange for moving the poles. When I hear from Roberts I will know whether the telephone company expects us to pay them for moving their line. However I doubt if this lease is any good for telephone line. Will you please ask Mr. Devers his opinion and advise me at your early convenience whether this lease gives the telephone company any right. Also please ask Mr. Devers if our deed from Chamberlain provides that the State shall take care of this telephone line. It is my opinion that it would be useless and unjust to adk Mr. Chamberlain to arrange anything about moving the pole line and it will be up to the telephone company or the State. The cost may run to $200.00 as a very rough estimate.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 15, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon USPW project NRH 140-C (1935), the Bolon Island section of the Oregon Coast Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Jon

November 3, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Bolon Island Section, Project No. NRH 140-C (1935).

Five sets of blueprint plans are being sent under separate cover.

Your attention is called to the cattle pass to be constructed at Station 571+60. As this structure is for the purpose of permitting stock to cross the highway without interfering with the flow of traffic, cooperation is being requested on its cost.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRH 140-C (1935)

BOLON ISLAND SECTION OF THE
OREGON COAST HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, November 3, 1934

All Required		Clearing and Grubbing		$ 2,000.00
110,000	cu. yds.	Excavation, Single Classification	$0.55	55,000.00
1,000	lin. ft.	Rounding Cut-banks	0.10	100.00
40	" "	12" Corrugated Iron Pipe	1.50	60.00
100	" "	30" " " "	4.50	450.00
11	M-FBM	Lumber and Timber	60.00	660.00
			Sub-total	$58,270.00
			10% Engr. & Cont.	5,827.00
			Total	$64,097.00

Length	0.389 miles
Cost per mile	$164,773.77

NRH Funds Requested- $64,097.00

FORM S-A-1 13743 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

112-2a

OREGON STATE HIGHWAY COMMISSION
SALEM

14 D G

July 27, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

NOTED
State Highway Engineer

In regard to the specifications for the Bolon Island and Reedsport jobs.

It has been decided that the fill between station 540 and 543+30 will unduly complicate and increase the cost of the job if built at this time, therefore it has been decided to omit this job and make this fill from the Bolon Island cut after the bridge has been completed.

Mr. Hubbard is not satisfied with the connection to his mill property on the end of the bridge at station 544 but wants a direct connection to the mill at some other point. You may discuss this with him when convenient to see if a satisfactory route could be worked out which would not be materially more expensive than the change of the plank road.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

FORM 8-A-1 12959 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

140C

March 15, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: [illegible]. G. SMITH

Prospect Bolon Island Cut:

VanScoy has completed 100 feet of prospect tunnel on the north side of Bolon Island and is well underground on the south side of the Island and expects to finish by March 24th. The north prospect tunnel showed dirt and soft sandstone and it was only necessary to shoot a very few feet. The south end will require shooting but is in soft brown sandstone so far.

I suggest that you make an inspection sometime early next week so that if it appears desireable to put in additional length of prospect tunnel this can be done before the boys move away. As planned at present there will be about 360 lineal feet between the ends of our prospect tunnels and the cost will run about $4.00 a lineal foot.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

CONTRACT #1685,

NMS 233-B Holdman-Meiner's Ranch, 1934
iling

1685

233-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
FOR FILING

October 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: Re: Oregon NRS 233-B (1935), Holdman-Meiner's Ranch Section

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Oregon U. S. Public Works Highway
Project No. NRS 233, Section B (1935)

Agr. 24767

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on February 11, 1935 by the Oregon State Highway Commission, and on April 15, 1935 by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section B of U. S. Public Works Highway project No. NRS 233 (1935); and

WHEREAS, the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of said Section B be increased from $18,500.00 to $37,083.53:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of thirty-seven thousand, eighty-three and 53/100 dollars ($37,083.53) as the share of the United States payable under said act on account of said Section B, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction

> of said Section B shall not in any event exceed the sum of thirty-seven thousand, eighty-three and 53/100 dollars ($37,083.53) certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-eight thousand, six hundred eighty-eight and 65/100 dollars ($38,688.65), the approved total estimated cost of said Section B."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 15th day of September, 1936, and the Secretary of Agriculture on the 7th day of Oct, 1936.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Oregon U. S. Public Works Highway Project
No. NRS 233, Section B (1935)

Form PR. 3--Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Highway Project No. NRS 233-B/ (1935) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 38,688.65 in lieu of the $18,500.00 approved by Cert. of April 15, 1935 as the total estimated cost of said project, and the sum of $ 37,083.53/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 7th day of October one thousand nine hundred and thirty six

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4620

23313

State Highway Engineer

CO ANALYSIS-FINAL REPORT us 19,1935.

PENDLETON-COLD SPRINGS HIGHWAY, HOLDMAN-MEINER'S RANCH SECTION,
RESURFACING & OILING CONTRACT 1685, PREFIX 30PU.

Newport Construction Co., Contractors,
Dean Swift, Resident Engineer.

	COST	QUANTITY	UNIT COST	UNIT BID	GROSS REVENUE
Common Excavation	1989.70	5519 Cu. Yd.	0.36	0.31	1710.89
Solid Rock Excavation	48.20	56.6 C.Y.	0.85	1.24	70.18
Overhaul	155.45	5181 Yd. Sta.	0.03	0.02	103.62
Truck Haul	11.28	56.4 Yd. Mi.	0.20	0.20	11.28
Finishing Roadbed & Slopes	133.38	1.56 Mile	85.50	156.60	244.30
Salvaging Surface Materials	51.10	146 C.Y.	0.35	0.65	94.90
Crushed Rock Surface	10521.85	9833.5 C.Y.	1.07	1.36	13373.56
Hauling Surfacing Materials	2110.60	16361¼Yd.Mi.	0.129	0.10	1636.13
Filler	644.10	2515 C.Y.	0.256	0.30	754.50
Hauling Filler	545.30	4227 Yd.Mi.	0.129	0.10	422.70
Sprinkling	539.87	410¼ M Gal.	1.32	1.75	717.94
3/4"-½"Crushed Rock in Stockpile	613.85	639.4 C.Y.	0.96	1.40	895.16
1"-¼" " " " "	599.35	624.2 C.Y.	0.96	1.40	873.88
Mineral Aggregate in Place	6940.11	3169 C.Y.	2.19	2.64	8366.16
Cutback Asphalt in Seal Coat	1593.83	59.56 Tons	26.76	26.50	1578.34
Tar in Place	6021.33	270.5 Tons	22.26	21.40	5788.70
Screenings in Stock Pile	268.73	1074.9 C.Y.	0.25	0.25	268.73
Price Agree. #1, Tar in Place	68.60	4.04 Tons	16.98	17.50	70.70
Price Agree. #2,1¼"-3/4"Crushed Rock in Stock Pile	262.15	273.4 C.Y.	0.96	1.00	273.40
Price Agree. #3, Cutback Asphalt in Bbls.	75.10	3.44 Tons	21.83	17.50	60.20
	33197.20				37315.27

Gross Revenue	37315.27
Total Cost	33197.20
Net Profit	4118.07

Net Profit Equals 12.3% of Total Cost

RECEIVED
AUG 3 1935

PENDLETON-COLD SPRINGS HIGHWAY, HOLDMAN-MEINER'S RANCH SECTION, RESURFACING AND OILING CONTRACT 1685, PREFIX 30PU

Details of Cost

Labor		
Labor	6690.38	
Supervision (Supt. and Timekeeper)	1258.02	
Supervision (Newport, 6 mos. at $200.00)	1200.00	
State Industrial Accident Insurance	644.95	9793.35
Materials		
No.1 Gasco, Including Freight 276.54 at 15.00	4148.10	
Cutback Asphalt " " 63 tons at 19.50	1228.50	5376.60
Equipment Rental, Supplies, and Misc.		
Equipment Rental	9119.39	
Gas, Oil, and Grease	4560.86	
Explosives	1436.58	
Freight and Cartage on Equipment	147.33	
Supplies, Small Tools and Misc.	692.81	
Drill Steel and Drilling Supplies	48.31	
Lumber for Crusher and Temporary Construction	68.63	
Coal and Wood for Steam Boiler	155.09	
Telephone	216.88	
Expense Accounts	313.38	
Hotel and Travel	108.25	
Portland Office and Overhead (2% of Revenue)	750.00	
Bond	373.17	
Code Authority	36.57	18027.25
		33197.20

PENDLETON-COLD SPRINGS HIGHWAY, HOLDMAN-MEINER'S RANCH SECTION
RESURFACING AND OILING CONTRACT 1685, PREFIX 30-1105(30FU)

COST OF CRUSHING ROCK PER CUBIC YARD:	COST	QUANTITY	UNIT COST
Move in, also dismantling & prepare to move out (Note; Moving out charged to next job)	311.50	14539 C.Y.	0.021
Strip quarry	714.83	"	0.049
Drill and shoot quarry	1929.61	"	0.133
Set up portable crusher and bunker	547.61	"	0.038
Move rock from quarry to crusher, with dragline, cat and doser	1742.16	"	0.120
Crush	4722.75	"	0.325
Supervision	2317.68	"	0.159
Total cost crushed rock in bunker	12286.14		0.845

The quarry, located along the roadside near the middle of the job, contained variable ledges of rock. Some ledges shot up fine and similar to dice rock; other ledges shot up in larger pieces. About 5% of the rock broke too large for the crusher and was plugged and reshot. The quarry was faced up with a few light shots, which brought down about 3350 cubic yards, and then a coyote hole was drilled and loaded with about 4 tons of explosives which brought down about 12,000 cubic yards of rock, sufficient to complete the job. About 2000 cubic yards of earth overburden was removed with a 60 cat and doser before quarry was shot.

A portable steel constructed crushing plant designed and constructed by the contractor was used. The 36" cone crusher, steel bunkers, elevators, screens and electric motor to run screens were mounted on four trailers. The power was furnished with a 160 H.P. gas motor. A dragline equipped with a one cubic yard Bagley bucket and powered with a 60 H.P. gas motor was used to move rock from the quarry to the crusher. A 60 HP.P. gas cat and bulldoser were used part time in addition to the dragline.

14539 cubic yards of crushed rock were produced in 410 hours crusher operating time, an average of 35 cubic yards per hour.

PENDLETON-COLD S IN HIGHWAY, HOLDMAN-MEINER'S NC SECTION,
RESURFACING AND OILING, CONTRACT 1685, PREFIX 30PU

	COST	QUANTITY	UNIT COST
UNIT COST PER TON FOR GASCO AND CUTBACK IN PLACE:			
Move in, set up, dismantle & move out	318.50	330 Tons	0.97
Prepare base	186.22	"	0.56
Heat and load	471.58	"	1.43
Haul hot oil (average 14 miles) (used a Chev. truck with semi-trailer and 2000 gallon tank)	321.04	"	0.97
Spread	550.51	"	1.67
Cost of Gasco and Cutback, incl. freight	5248.92	"	15.91
Traffic control	85.60	"	0.26
Supervision and overhead	461.75	"	1.40
	7644.12		23.17
UNIT COST PER CUBIC YARD FOR MINERAL AGGR. IN PLACE:			
Move in and out	318.50	3169 C.Y.	0.101
Load from S.P. into trucks	575.08	"	0.181
Haul, dump, and spread Mineral Aggr.	620.05	"	0.196
Spread, roll, and hand spot	1441.52	"	0.454
Cost of mineral aggregate	3042.24	"	0.960
Traffic control	85.60	"	0.027
Supervision and overhead	858.68	"	0.271
	6941.67		2.190

Oiling (0-11 modified) was started April 30th and all except final seal coat was completed May 13. Final seal was spread May 16 and 17. The small quantities, and the delay caused by running out of oil and breakdown, increased unit cost. Fine progress was made during actual operating time; 3169 cubic yards of mineral aggregate was placed in 72 hours operating time, an average of 44 cubic yards per hour. 330 tons of Gasco and cutback were placed in 72 hours operating time, an average of 4.58 tons per hour.

This job was started December 20th, 1934, and was completed in May 1935. The crushing and resurfacing was done during the winter and spring. Good progress was made and only a few days were lost due to cold and snow.

E.H.Clymer

#1685
4 DV

July 5, 1935

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 1685 for the construction of the Holdman-Meiner's Ranch Section of the Pendleton-Cold Springs Highway in Umatilla County has been completed by the contractors, Newport Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 15, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $37,316.67 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

June 12, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S.P.W. Proj. No. NRS 233-B (1935), Holdman-Meiner's Ranch Sec., Pendleton-Cold Springs Hwy., ________, was made by a representative of this office on May 20, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

-1 30039 300 3-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
T. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

233

Const
Con't & acct
Completion [illegible]

May 27, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. R. G. Smith

Dear Sir:

All work on the Holdman-Meiner's Ranch Section, Pendleton-Cold Springs Highway, Umatilla County, was satisfactorily completed by the Newport Construction Company on May 18. The total cost of completed project was $39,915.26 as compared with the project authorization of $40,228.65.

There was considerable variation of contract items, the reasons for such variations being as follows:

Common Excavation underran approximately 50%. During the progress of construction, it was found that by shifting the center line to a slight extent, it was possible to take advantage of the entire existing roadbed and thus decrease excavation quantities to some extent. This was done with the result that almost all solid rock excavation was eliminated and the common excavation decreased to the amount above stated. The shifting of the line eliminated practically all truck haul as it was not necessary to haul materials outside the overhaul pay limits.

Only 1.56 miles of roadway was regraded, the balance of the section having a sufficient width. The finishing of roadbed and slopes was paid for only on those portions of the section where the line was regraded and the roadbed and slopes finished according to specifications.

Preliminary estimate called for 120 lineal feet of culvert pipe of various sizes, all this pipe being short

State Highway Engineer

1 20000 900 3-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
Subject: Holdman-Meiner's Ranch Sec.
Pendlton-Cold Springs Hwy.
Umatilla County.
Final Estimate

Page 2
5-27-35

extensions to existing pipes. The moving of the center line to a point nearer the existing center line of the old road eliminated the necessity of these short culvert extensions.

Preliminary estimate called for the salvaging of 1000 yards of surfacing materials. When the salvaging of materials was undertaken, it was found that the old surfacing materials contained such a high quantity of filler that the materials were practically unsuitable for use. It was, therefore, decided to eliminate the salvaging of these materials and increase crushed rock surfacing materials in an amount sufficient to secure full thickness of rock surfacing, a portion of which thickness had been estimated to be secured from the salvaged materials. This resulted in an increase of approximately 20% in crushed rock surfacing and a comparable increase in the item "hauling surfacing materials."

The major portion of materials used for filler were screen rejections. These screen rejections consisted of ½-0 crushed rock and contained a high percentage of metal and only small amount of binding materials. It was, therefore, necessary to use a greater amount of this type of material than would have been required if we had used a soil filler.

Sprinkling underran almost 50%. During progress of the work, there was considerable rain and cool weather which permitted a decrease in the amount of water required for proper compaction.

Mineral aggregate in place and cutback asphalt in seal coat were approximately as estimated, but approximately

20039 800 3-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
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E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
Subject: Holdman-Meiner's Ranch Sec.
Pendleton-Cold Springs Hwy.
Umatilla County.
Final Estimate

Page 3
5-27-35

15% more tar was used than called for by the preliminary estimate. This was the result of our being required to use a tack coat approximately .3 instead of .2 as estimated in order to compact a small amount of loose materials which were not compacted in the crushed rock surfacing.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc. R. H. Baldock.

Form 338—5M—8-34

MRS 233-B

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 18, 1935

Section Holdman-Meiner's Ranch

Kind of work Resurfacing and Oiling

Highway Pendleton-Cold Springs

Section prefix 30 PU

Contractor Newport Construction Co.

Contract number 1685

Date of contract Dec. 6, 1934

Date of completion July 31, 1935

Date work started Dec. 20, 1934

Estimated date of completion ...., 193...

Amount of contract $ 36,571.50

Per cent of time elapsed 69 %

Estimated cost of completed project, exclusive of engineering $ 36,571.50

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 2400.00, 6.6 %

Date project was completed May 18, 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The second seal was placed on this job on Thursday and Friday.

The shoulders will be bladed and everything cleaned up by tonight.

MAY 20 1935

Signed Dean Swift

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	[illegible]TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.56	5.58		5.58	
Miles partially completed	1.56	5.58		5.58	
Miles completed	1.56	5.58		5.58	
Total estimated quantities	5,500	9,830	1,220	3,100	
Estimated quantities moved or placed to date	5,500	9,830	1,220	3,100	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				2	
Hours per shift				6	
Average force on project for week				20	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	U. S. Employ COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	20					3	23
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., Trucks 7, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair	12	Waiting for first seal to cure
Tuesday	"	12	" " " " " "
Wednesday	"	12	" " " " " "
Thursday	"		
Friday	"		
Saturday	"		

Stencil No. 12

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. NRS 233-B (1935)

POST OFFICE BUILDING
PORTLAND, OREGON

April 26, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Iron

Hwy. 24767

Form P. R. 2

State Oregon

U.S. Public Works Hwy. Project No. NRS 233-B (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 11th day of February, 1935

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.);

Whereas the Highway Department of said State submitted on the 22nd day of March, 1934, a project statement, which was approved by the Secretary on the 26th day of March, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 21st day of November, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighteen thousand, five hundred and no/100

dollars ($ 18,500.00) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under act approved June 18, 1934 (Public No. 393, 73rd Cong.), and any part thereof not provided from such funds shall be met from funds available to the State Highway Department under Chap. 175, Laws of 1917, Chap. 31, Laws of 1920, and Chap. 248, Laws of 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 652+10 in the NE 1/4 of Sec. 33, T 5 N, R 31 E, and survey station 953+91.4 in the SE 1/4 of Sec. 18, T 4 N, R 32 E, W.M., (excepting therefrom bridge, stations 906+72 to 907+17),

, length 5.574 miles, in Umatilla County, being Section B of Oregon U.S.Pub.Wks. Hwy. project No. NRS 233/(1935), consisting of 5.574 miles of roadway and no bridges, of more than 20 feet clear span, known locally as the Holdman-Meiner's Ranch Section of the Pendleton-Cold Springs Highway.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of eighteen thousand, five hundred and no/100 dollars ($18,500.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty eight thousand, six hundred eighty eight and 65/100 dollars ($38,688.65), the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than [illegible] clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15th day of April, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By C. Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting *Chief, Bureau of Public Roads*

8—3518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department ~~as~~ U.S.Pub.Wks. Hwy. Project No. NRS 233-B (1935) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 38,688.65 as the total estimated cost of said project, and the sum of $ 18,500.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 15th day of April one thousand nine hundred and thirty-five

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934

FORM S-A-1 16919 15M. 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 7, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Newport Construction Company,
Pendleton, Ore.

Dear Sir:

The sub-contract entered into between your company and Kelley and Pierson, sub-contractors for sprinkling work to be done under your contract #1635, on the Holdman-Meiner's Ranch Section of the Pendleton-John Day Highway, meets the approval of this department.

The certificate of compliance is signed "Kelley Bros., by H. W. Kelley, co-partner," while sub-contractors are C. D. Kelley and C. K. Pierson.

A new certificate of compliance should be signed as by Kelley and Pierson, co-partners, by either one or the other. This should be done immediately and signed certificate sent to this office through W. C. Williams, Division Engineer at La Grande.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock✓
W. C. Williams

FORM 5-M-1 19729 500 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

State Highway Engineer

233-B

March 6, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Herewith copy of a subcontract entered into between the Newport Construction Company and Kelley and Pierson for sprinkling work to be performed on the Holdman-Meiner's Ranch Section, Pendleton-Cold Springs Highway in Umatilla County. Attached to the subcontract form is a certificate of compliance form, covering the subcontract.

This subcontract will amount to approximately 2½% of the total amount of the contract and I have approved the subcontract.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.
cc R. H. Baldock

#1685

233B

January 30, 1935

Shell Oil Company,
Pendleton, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of January 28th concerning the Newport Construction Company Contract No. 1685 for the construction of the Holdman-Meiner's Ranch Section of the Pendleton-Cold Springs Highway in Umatilla County.

Please be advised that the bond furnished in connection with this contract was written by the Maryland Casualty Company for whom Hansen & Rowland Inc., who have offices in the Public Service Building, Portland, are resident agents. The amount of the bond is $36,571.50. The completion date of the contract is July 31, 1935.

Very truly yours,

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY

PETROLEUM PRODUCTS

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Pendleton, Ore.
Jan. 28, 1935

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

Would you kindly advise us what Bonding Company has furnished the Newport Construction Company with surety bond covering their Contract #1685, Job Prefix 30 PU; NRS 233-B, Pendleton-Cold Springs Highway. We were unable to secure this information locally. Thank you.

Yours very truly,

SHELL OIL COMPANY

By J. R. Anderson

A/

January 14, 1935

2 3 3 B

Newport Construction Co.,
219 Governor Building
Portland, Oregon.

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1685 which was awarded on December 6 to you for resurfacing and oiling the Holdman-Meiner's Ranch Section of the Pendleton-Cold Springs Highway in Umatilla County.

This copy is sent to you for your records and files.

Yours very truly,

MC

Secretary

January 8, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Holdman-Meiners Ranch Section, Project No. NRS 233-B (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works
Proj. No. NRS 233-B (1935)

HOLDMAN-[illegible]'S RANCH SECTION

OF THE PENDLETON-COLD SPRINGS HIGHWAY

IN UMATILLA COUNTY

Salem, Oregon, Dec. 29, 1934

(Estimate as basis for project agreement. Based on low bid prices.)

7,600	cu. yds.	Common Excavation	$0.31	$ 2,356.00
550	" "	Solid Rock Excavation	1.24	682.00
4,500	yd. stas.	Overhaul	0.02	90.00
3,000	yd. mi.	Truck Haul	0.20	600.00
5.5	miles	Finishing Roadbed and Slopes	156.60	861.30
30	lin. ft.	18" Corrugated Iron Pipe	2.00	60.00
10	" "	18" Concrete Pipe	3.50	35.00
30	" "	24" Corrugated Iron Pipe	2.70	81.00
20	" "	36" Corrugated Iron Pipe	3.75	75.00
30	" "	36" Concrete Pipe	9.50	285.00
1,000	cu. yds.	Salvaging Surfacing Materials	0.65	650.00
8,200	" "	Crushed Rock Surfacing	1.36	11,152.00
12,000	yd. mi.	Hauling Surfacing Materials	0.10	1,200.00
1,000	cu. yds.	Filler	0.30	300.00
1,600	yd. mi.	Hauling Filler	0.10	160.00
800	M-Gals.	Sprinkling	1.75	1,400.00
3,200	cu. yds.	Mineral Aggregate in Place	2.64	8,448.00
62	tons	Emulsified or Cutback Asphalt in Seal Coat	26.50	1,643.00
238	"	Tar in Place	21.40	5,093.20
		Sub-total		$35,171.50
		10% Engr. & Cont.		3,517.15
		Total		$38,688.65

Length of Roadwork 5.574 miles
Cost per mile $6,940.91

NRS Funds Requested- -	$18,500.00
State Funds- -	20,188.65
	$38,688.65

State Funds for Construction: Chapter 175, laws 1917; Chapter 31, laws 1920; Chapter 248, laws 1931
State Funds for Maintenance: Chapter 41, laws 1927; Chapter 248, laws 1931

2328

111-4

December 19, 1934

Jones-Scott Company
Jones-Scott Building
Walla Walla, Washington

Gentlemen:

Reference is made to your letter of December 14th, in regard to highway work to be contracted in the vicinity of Cold Springs and Pendleton.

The work in the vicinity of Cold Springs consists of the oiling of a portion of the Pendleton-Cold Springs Highway between Holdman and Meiner's Ranch. Bids for this work were received on December 6th, and the contract has been awarded to the Newport Construction Company of Portland.

At Pendleton, we are proposing to revise the location of the Old Oregon Trail for a distance of approximately one mile near the west limits of the city. We are planning to receive bids for this work at a letting to be held on January 24th, and in case plans are not ready in time for the inclusion of the project in that letting, bids will then be received some time in February.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:KR

ESTABLISHED 1877

JONES-SCOTT COMPANY

GRAIN
INSURANCE
SAND, GRAVEL
CEMENT, LIME
WOOD AND COAL

JONES-SCOTT BUILDING

WALLA WALLA, WASHINGTON

MRS IDA S. BAILLIE, CHAIRMAN OF BOARD
J. C. SCOTT, PRESIDENT
BEN G. STONE, VICE PRESIDENT
F. L. JONES, SECRETARY & TREASURER

December 14, 1934

State Highway Commission
Salem, Oregon

Gentlemen:

It is our understanding that a road job in the vicinity of Cold Springs and a bridge job at Pendleton are to be let soon. Would appreciate it if you could advise the date of these lettings.

Yours very truly,

JONES-SCOTT COMPANY

Louis Pifer

LP:W

Dec. 6th Holdman [illegible], Oiling (Newport Const. Co)

February Pendleton [illegible] (35 [illegible])

[illegible]

233 B

December 7, 1934

Newport Construction Company
219 Governor Building
Portland, Oregon

Gentlemen:

For use in connection with the Holdman-Meimer's Ranch grading, surfacing and oiling project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Court House, Pendleton, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. C. Williams
Dean Swift

833 B

December 7, 1934

Newport Construction Company
210 Governor Building
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on December 6 for grade widening, surfacing and oil mat surface treatment and furnishing crushed rock in stock piles for the Holdman-Meiners Ranch Section of the Pendleton-Cold Springs Highway in Umatilla County, and has awarded to you the contract for such work at your bid price of $36,571.50, using tar.

Please consider this letter as your authority and our request to commence immediate construction on this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 6, 1934

Mr. R. H. Baldock
StateHighway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works highway project NRS 233-B (1935), the Holdman-Meiner's Ranch section of the Pendleton-Cold Springs Highway, to the Newport Construction Co., Portland, Oregon, who submitted the low bid, using tar.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Jw

FORM S-H-1 15716 500 6-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

233 B

112-4-e

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 5, 1934

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

Dear Sir:

For the comparison of bids, I am enclosing herewith my estimate of cost on the Holdman-Meiner's Ranch Section, Pendleton-Cold Springs Highway in Umatilla County.

Yours very truly

Division Engineer

WWC:BH

Encl.

cc Mr. R. H. Baldock

OREGON ST

December 3, 1934

Umatilla County
Pendleton-Cold Springs Highway
Holdman-Meiner's Ranch Section
5.48 miles grade widening, surfacing and oiling

Estimate of Cost for Comparison of Bids, by W. C. Williams.

	Quantity		Price Per Unit	Amount
Common Excavation	7,600	c.y.	$ .25	$1,900.00
Solid Rock Excavation	550	c.y.	1.00	550.00
Overhaul	4,500	st.y.	.02	90.00
Truckhaul	3,000	y.m.	.15	450.00
Finishing roadbed and slopes	5.5	miles	200.00	1,100.00
18" Corrugated Iron Pipe	30	l.f.	2.50	75.00
18" Concrete Iron Pipe	10	l.f.	2.50	25.00
24" Corrugated Iron Pipe	30	l.f.	3.50	105.00
36" Corrugated Iron Pipe	20	l.f.	7.00	140.00
36" Concrete Pipe	30	l.f.	7.00	210.00
Salvaging Surfacing Materials	1,000	c.y.	.60	600.00
Crushed Rock Surfacing	8,200	c.y.	1.35	11,070.00
Hauling Surfacing Materials	12,000	y.m.	.15	1,800.00
Filler	1,000	c.y.	.50	500.00
Filler Haul	1,600	m.y.	.15	240.00
Sprinkling	800	m.gal.	2.50	2,000.00
3/4" - ½" Crushed Rock in Stockpile	500	c.y.	1.40	700.00
½" - ¼" Crushed Rock in Stockpile	500	c.y.	1.40	700.00
Mineral Aggregate in Place	3,200	c.y.	2.75	8,800.00
Emulsified Asphalt in Seal Coat	62	tons	30.00	1,860.00
No. 3 Road Oil in Place	200	tons	30.00	6,000.00
				38,715.00
10% Engineering and Contingencies				3,871.50
TOTAL				$ 42,586.50

December 3, 1934

Umatilla County
Pendleton-Cold Springs Highway
Holdman-Meiner's Ranch Section
3.48 miles grade widening, surfacing and oiling

233B

Estimate of Cost for Comparison of Bids, by W. C. Williams.

	Quantity		Price Per Unit	Amount
Common Excavation	7,600	c.y.	$ .25	$1,900.00
Solid Rock Excavation	550	c.y.	1.00	550.00
Overhaul	4,500	st.y.	.02	90.00
Truckhaul	3,000	y.m.	.15	450.00
Finishing roadbed and slopes	5.5	miles	200.00	1,100.00
18" Corrugated Iron Pipe	30	l.f.	2.50	75.00
18" Concrete Iron Pipe	10	l.f.	2.50	25.00
24" Corrugated Iron Pipe	30	l.f.	3.50	105.00
36" Corrugated Iron Pipe	20	l.f.	7.00	140.00
36" Concrete Pipe	30	l.f.	7.00	210.00
Salvaging Surfacing Materials	1,000	c.y.	.60	600.00
Crushed Rock Surfacing	8,200	c.y.	1.35	11,070.00
Hauling Surfacing Materials	12,000	y.m.	.15	1,800.00
Filler	1,000	c.y.	.30	300.00
Filler Haul	1,600	m.y.	.15	240.00
Sprinkling	800	m.gal.	2.50	2,000.00
3/4" - ½" Crushed Rock in Stockpile	500	c.y.	1.40	700.00
½" - ¼" Crushed Rock in Stockpile	500	c.y.	1.40	700.00
Mineral Aggregate in Place	3,200	c.y.	2.75	8,800.00
Emulsified Asphalt in Seal Coat	62	tons	30.00	1,860.00
No. 3 Road Oil in Place	200	tons	30.00	6,000.00
				38,715.00
10% Engineering and Contingencies				3,871.50
TOTAL				$ 42,586.50

RECEIVED
DEC - 1934

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 21, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The plans, specifications and estimate for Oregon U. S. Public Works Highway Project NRS 233-B (1935), the Holdman-Meiner's Ranch section of the Pendleton-Cold Springs Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

On sheet No. 9 of the plans the equation is shown as 93.9 ft., stations 53 to 54. This should be 98.9 ft., and we are making the necessary corrections on our plans.

The bridge at stations 906+72 to 907+17 is shown as an exception in the length of the project on the estimate. If the oiling is carried accross this structure, it should not be included in the quantities for which payment is requested from Federal funds.

We are showing the net length of the project as 5.574 miles, instead of 5.572 miles. OK

It is also noted that the section sheet shows 4" of existing surfacing now on the project. We understand there is less than this thickness in places, and our approval is with the understanding that the surfacing will be brought up to the thickness shown on the plans.

It is also noted that the beginning of the project is shown as station 659+50 on the title sheet and station 659+10 on the plans. The title sheets are being changed to conform to the plans. ✓

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Hwy. Engineer

November 19, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Holdman-Meiner's Ranch Section, Project No. NRS 233-B (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project No. NRS 233-B (1935)

HOLDMAN-MEINER'S RANCH SECTION

OF THE PENDLETON-COLD SPRINGS HIGHWAY

IN UMATILLA COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, November 19, 1934

7,600	cu. yds.	Common Excavation	$ .25	$ 1,900.00
550	" "	Solid Rock Excavation	1.00	550.00
4,500	yd. sta.	Overhaul	.02	90.00
3,000	yd. mi.	Truck Haul	.15	450.00
5.5	miles	Finishing Roadbed and Slopes	200.00	1,100.00
30	lin. ft.	18" Corrugated Iron Pipe	2.50	75.00
10	" "	18" Concrete Pipe	2.50	25.00
30	" "	24" Corrugated Iron Pipe	3.50	105.00
20	" "	36" Corrugated Iron Pipe	6.00	120.00
30	" "	36" Concrete Pipe	6.00	180.00
1,000	cu. yds.	Salvaging Surfacing Materials	.60	600.00
8,200	" "	Crushed Rock Surfacing	1.40	11,480.00
12,000	yd. mi.	Hauling Surfacing Materials	.15	1,800.00
1,000	cu. yds.	Filler	.40	400.00
1,600	yd. mi.	Hauling Filler	.15	240.00
800	M-Gals.	Sprinkling	2.50	2,000.00
3,200	cu. yds.	Mineral Aggregate in Place	2.75	8,800.00
62	tons	Emulsified or Cut-back Asphalt in Seal Coat	28.00	1,736.00
200	"	No. 3 Road Oil in Place	28.00	5,600.00
238	"	Tar in Place	25.00	(Alternate)

Sub-total	$37,251.00
10% Engr. & Cont.	3,725.10
Total	$40,976.10

Length of Roadwork	5.572 miles 5.574
Cost per mile	$7,353.93

NRS Funds Requested- -	$18,932.00
State Funds- -	22,044.10
	$40,976.10

CONTRACT#1686,

NRM 199-F Clinton St.-Foster Road, 1934
Paving
1686

1997 F Baldock

October 28th, 1935.

COST DATA FINAL REPORT

82nd Avenue Highway, Clinton Street-Foster Road Section
Concrete Paving Contract 1686, Prefix 26-1110
Kern-Kibbe, Contractors,
A.B.Dean, Resident Const. Engineer.

NOTED
State Highway Engineer

	TOTAL COST	QUANTITY	UNIT COST	UNIT BID	GROSS EARNED
Excavation, Single Class	7031.15	19505 C Y	0.36	0.20	3901.00
Trench Excavation	412.25	828.9 C Y	0.497	0.75	621.68
Truck Haul	3002.1[illegible]	16985.5 Yd Mi	0.176	0.15	2547.83
Pavement Removal	1700.57	15269.9 Sq Yds	0.111	0.16	2443.18
Sidewalk Removal	18.27	1827 sq yd	0.10	0.06	10.96
Curb Removal	12.66	253.1 Lin Ft	0.05	0.05	12.66
8" Drain	1182.78	2567.8 Lin Ft	0.46	0.35	898.73
Concrete Catch Basin	815.10	66 only	12.35	15.00	990.00
Brick Drainage Sumps	3161.18	645 Lin Ft	4.90	8.00	5160.00
Concrete Curbs	5173.85	12995.2 Lin Ft	0.398	0.35	4548.32
Concrete Sidewalks	129.53	97.1 sq yds	1.33	1.34	130.11
Concrete Drive Aprons	84.22	47.8 Sq Yds	1.75	1.75	83.65
Concrete Pavement	56787.87	37263.8 Sq Yds	1.523	1.52	56640.98
3/4" Expansion Joints	626.67	3857 Lin Ft	0.162	0.15	578.55
1/2" " "	140.38	1546.1 Lin Ft	0.09	0.12	185.53
Contraction Joints	391.66	18488 Lin Ft	0.02	0.02	369.76
Dowels	223[illegible].38	18771 only	0.12	0.15	2815.65
Tie Bars & Reinforcing	952.80	21653.9 Lbs.	0.044	0.05	1082.70
Wood Header Blocks	135.07	1150.8 Lin Ft	0.117	0.10	115.08
Lower Cushion	2155.50	2079 C Y	1.03	0.85	1767.15
Top Cushion	947.60	1030 C Y	0.92	0.85	875.50
Lower Shoulders	1030.06	1190 C Y	0.865	0.85	1011.50
Top Shoulders	1153.04	812 C Y	1.42	1.60	1299.20
3/4" Screenings	29.87	15 C Y	1.99	1.75	26.25
Class "B" Asphaltic Conc.	177.97	37 Tons	4.81	5.00	185.00

Continued on Page 2

82nd Avenue Highway, Clinton Street-Foster Road Section

PA #1, 3' Drain Tile	82.31	454 Lin Ft	0.18	0.20	90.80
PA #2 Concrete Steps	50.33	33.55 Lin Ft	1.50	1.50	50.33
Extra Work	345.52				363.36
	89969.76				88805.46

Total Cost	89969.76
Gross Earned	88805.46
Net Loss	1164.30

Net Loss Equals 1.3% of Total Cost

82nd Street ighway, Clinton Street-Foster Ro ection,

Details of Cost

Labor:

Labor	24913.98	
State Ind. Acc. Insurance	1569.47	
Supervision (Portland Office 6 mos. at $200.00)	1200.00	27683.45

Materials:

8" Conc. Sewer Pipe	2567.8 Lin Ft at 0.27½	678.64	
Catch Basin Covers	66 only at 6.50	429.00	
Black Iron Angles		24.66	
Used Brick	104M at 7.37	767.90	
Steps for Sumps	155 only at .15	23.25	
Expansion Joints for Curbs	[illegible]	14.50	
3/4" -9-7-9 Expansion Joint	3857 Lin Ft at 10.20	393.41	
1/2"x7x16 Expansion Joints x 2	1546.1 Lin Ft at .0708	109.46	
1/2"x 2 Contraction Joint	18488 Lin Ft .0228	421.52	
1/4x2 Contraction Joint	14868 Lin Ft at .0148	220.04	
Dowels	18948 only at .0773	1464.72	
Sleeves	18771 only at .025	469.27	
Tie Bars & Reinforcing	21653.9 Lbs. at .03495	756.80	
Wood Headers	4053 Ft BM at 18.00/M	89.16	
Lower Cushion	1439½ C Y at 0.50	719.68	
Top Cushion	1030 C Y at 0.50	515.00	
Top Shoulder	812 C Y at 0.75	609.00	
Screenings for Footpath	15 C Y at 1.35	20.25	
3" Drain Tile	454 Lin Ft at .08	36.32	
Mineral Aggregate	10435 C Y at 1.15	12000.25	
Cement	11121 3/4 Bbls. at 2.05 Net	23209.58	
Ready Mix Concrete	6 C Y at 7.55 Del.	45.30	
Diatomaceous Earth	500 Lbs. at .045	22.50	
Asphalts for Pouring Joints	6 Bbls at 23.90	31.21	
Painting Dowels	55860 Lbs. at .30 per 100 Lbs.	167.58	
Class "B" Asphaltic Concrete	37 Tons at 3.50	129.50	
Covers for Sumps	26 only at 15.00	390.00	43758.50

Equipment Rental, Gas Oil & Grease & Misc Expenses

Move In	178.61
Equipment Rental	4139.36
Gas Oil & Grease	1835.08
Truck Rental	6731.32
Chargeable Repairs	539.79
Form Lumber	865.30
Small Tools	370.95
Misc. Expenses	416.93
Water	404.98
Coal	144.65
Pipe-line 7500' Rent at .03½	262.50

Continued on Page 2

" · 82nd Street Highway, Clinton Street-Foster Road Section,

Demurrage	76.00	
Sawdust for Curing Drive Ways	8.48	
Hunt Process	1490.80	
Insurance, Public Liability & Property Damage	174.01	
Bond	888.05	18527.81
		89969.76

Remarks:

This job was bid Dec. 6, 1934, work was started Jan. 2, 1935 and completed August 16, 1935.

The contract consisted of re-alignment to new grade, widening and laying of 1.408 miles of 9"-7"-9"x42' concrete pavement on 82nd Avenue between Clinton Steet and Foster Road, and providing necessary drainage sumps, curbs, catch inlets, street and driveway approaches and reconstructing shoulders.

Shallow excavation, including free haul of approximately 500 cubic yards used for constructing fill within limits of job was done with a 3/4 cubic yard General skimmer gas shovel and a P & H one cubic yard shovel and trucks. After excavation for shoulders was completed the old shoulder material was salvaged by side casting into new position. Excavation was expensive due to shallow digging, old equipment and heavy traffic and in addition was bid too cheap.

Old 3" Bituminous pavement was ripped up and loaded into big trucks at the rate of approximately 175 square yards per hour by a one cubic yard P & H ~~xx~~ gas skimmer shovel and was hauled and deposited within one mile of the job.

Cushion material hauled in was purchased at $0.50 per cubic yard and hauled approximately 3½ miles average haul.

E H Clymer,

By Ross C. Miles

82nd Avenue Highway, Clinton Street-Foster Road Section

COST OF CONSTRUCTION OF 645 Lineal Feet of 4 ft. or 26 Drainage Sumps

	COST	QUANTITY	UNIT COST
Labor Digging	884.61	645 Lineal Ft.	1.37
Labor Bricking	723.28	" " "	1.12
Brick	767.90	" " "	1.19
26 Cast Iron Covers & Rings	390.00	" " "	.61
Cement Steps & Misc	78.15	" " "	.12
Overhead, Bond, Etc.	232.24	" " "	.36
Traffic Control	82.00	" " "	.13
Total Cost	3161.18	" " "	4.90

Remarks:

The material excavated at one end of the job consisted of approximately 7 feet of soil and remainder sand with enough clay to make shoring unnecessary and was dug with 38 man hours time per sump; materials excavated at south end of job consisted of snad and rocks up to 6 or 7" diameter and excavation required 66 man hour per sump. Used brick was purchased at $7.35 per M delivered. Cement mortar was used in the bottom courses and the 10 foot tapered top. Bricking required approximately 37 man hours per sump and sumps averaged about 25 feet depth. Experienced workmen, cheap materials, good weather and good management contributed to low cost.

COST OF CONSTRUCTING 12995.5 LINEAL FEET OF 6"x7"x16" CONCRETE CURBS

	COST	QUANTITY	UNIT COST
Excavation & Fine Grade	1056.77	12995.5 Lin Ft	0.08
Set Forms, Strip & Backfill	742.90	"	0.06
Mix and Pour	889.07	"	0.07
Materials	1573.85	"	0.12
Service Truck and Misc.	291.90	"	0.022
Supervision and Bond	424.36	"	0.03
Traffic Control	195.00	"	0.016
Total	$ 5173.85	"	$ 0.398

Remarks:

This curb required an average of about 16" of excavation which ranged from common dirt to gravel. This excavation was done by hand labor methods.

16 feet sections of front and back forms were constructed and long 2"x2" stakes accurately driven with wire hooks for top spacing allowed forms to be placed rapidly and cheaply. The same form sections were re-used about 14 times. Stock piles of mineral aggregate were placed at every other street intersection and a 2 sack mixer used to mix concrete which was wheeled to forms in wheel barrows.

E H Clymer

by Ross C Miles

82nd Avenue Highway, Clinton Street-Foster Road Section,

Cost of Laying 37,263.8 square yards of 42 foot concrete Pavement
1.408 Miles in Length, 9"-7"-9"

	Total Cost	Quantity	Unit Cost
Fine Grade	2770.12	37263.8 sq. yds.	0.0743
Ribbons	2934.07	" " "	0.0787
Water and Water Pipe	903.35	" " "	0.024
Mix, Lay and Finish	9800.37	" " "	0.263
Cure(Hunt Process used)	1825.38	" " "	0.0489
Clean and Fill Joints	164.51	" " "	0.0044
Mineral Aggregate (at Mixer)	11441.79	" " "	0.307
Cement (at Mixer)	23200.40	" " "	0.622
Longitudinal (Approximately 7500 Lin Ft)	249.00	" " "	0.0068
Traffic (Street Closed ½ Time	739.79	" " "	0.0198
Move In	103.16	" " "	0.0027
Bond	566.41	" " "	0.0152
Supervision	2089.52	" " "	0.0561
Total Cost	56787.87	" " "	1.523

Remarks:

This job was poured in three sections, 2 ten foot sections and one 22 foot center section. The ten foot strips were hand rodded and a 22 foot Ord Finishing machine was used on center strip. Traffic was maintained during pouring of outside strips, but street was closed during pouring of center strip. 37263.8 square yards of pavement were poured in 240 hours operating time or rate of 155 square yards per hour. A six sack Koehring mixer was used. Mineral aggregate was purchased from the Ross Island Company and batched at the foot of East Madison Street, Approximately 5 miles from project.

199-F

October 25, 1935.

Maryland Casualty Company
Hansen & Rowland, Inc., Agents
Washington Building
Tacoma, Washington

Gentlemen:

You are hereby notified that State Highway Contract No. 1686, for the construction of the Clinton Street-Foster Road Section of the 82nd Avenue Highway in Multnomah County, has been completed by the contractors, Kern & Kibbe, 42 S. E. Salmon Street, Portland, and that final settlement will be made by the State with said contractors for work done under this contract, on or after November 4, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims, should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $87,475.55, including the final payment. Of this amount $362.19 was force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

1177

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 2, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S.P.W. Proj. NRM 199-F (1935), Clinton St. to Foster Road, 82nd Ave., Portland, Multnomah Co., was made by a representative of this office on September 27, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Jom

Form 338—5M—8-34

1997

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 21,1935, 193

Section Clinton St to Foster Road

Kind of work Paving

Highway E 82nd Ave. Portland

Section prefix 26-1110 NRM 199 F

Contractor Kern & Kibbe

Contract number 1686

Date of contract December 17,1935, 193

Date of completion August 31,1935, 193

Date work started January 2,1935, 193

Estimated date of completion August 17,1935, 193

Amount of contract $ 92,504.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 92,504.50

Per cent of contract completed, based on total contract price %

Engineering costs to date, $ 5290, 95.4 %

Date project was completed August 17,1935, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final was sent in by Mr. Eason Wednesday. This will be the last report on this project.

Signed Res. Engineer

Address 425 S.E. 81st Ave. Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project 1	1.41				1.41
Miles partially completed					
Miles completed					
Total estimated quantities	20,000	14,000	700	160 T	37,500
Estimated quantities moved or placed to date	19,505	12,995.2	645	37 T	37,263
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday	"		

Stencil No. 12

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRM 199-F (1935)

POST OFFICE BUILDING
PORTLAND, OREGON

April 17, 1935.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Hp. 24685

Form P. R. 2

State Oregon

U.S.Public Works Hwy. Project No. NRM 199-F (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of February, 1935

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.) approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.):

Whereas the Highway Department of said State submitted on the 26th day of August, 1933, a project statement, which was approved by the Secretary on the 8th day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section F of said project which were recommended for approval by the United States District Engineer on the 20th day of November, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred one thousand, seven hundred fifty four and 95/100 dollars ($101,754.95) as the share of the United States payable under said act on account of Section F of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from funds apportioned under the act of June 18, 1934.**
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 179+25 near intersection of 82nd Avenue and Clinton Street and the south end of Section D of said project, and survey station 253+61.5 at the intersection of 82nd Avenue and Foster Road, in Portland,**

, length **1.408** miles, in **Multnomah** County, being Section **F** of **Oregon U.S.Pub.Wks.Hwy.** project No. **NRM 199/(1935)**, consisting of **1.408** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, **xxxxxxxxxxxxxxx known locally as the Clinton Street-Foster Road Section of 82nd Avenue, Portland, between official control points Sandy Boulevard and a point in Federal Aid Road near Gladstone.**

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **F** of said project shall not in any event exceed the sum of **one hundred one thousand, seven hundred fifty four and 95/100** dollars ($**101,754.95**), certified to the Secretary of the Treasury as above mentioned, which ~~does~~

~~not exceed the authorized Federal pro rata share~~

XXXXXXX **is** XX, the approved total estimated cost of Section **F** of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chapter 41, Laws of 1927 and**
(Include reference to statute authorizing
Chap. 88, Laws of 1931.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 9th day of April, 19 35

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture,

By

Acting *Chief, Bureau of Public Roads*

8-3518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub.Wks.Hwy. ~~p~~Project No. NRM 199-F (1935) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 101,754.95 as the total estimated cost of said project, and the sum of $ 101,754.95 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ ~~[illegible]~~ is said total estimated cost.

Done at the city of Washington, this 9th day of April one thousand nine hundred and thirty-five.

Secretary of Agriculture,

CMS By ______________________
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8-4599

1997

Cost Data to April 15, 1935

82nd Ave. ~~Highway~~, Clinton [illegible]t Foster Road Section Concre[illegible]aving Contract 1886

Prefix ~~26 PN~~

Const Costs

Estimates & Data

Kern & Kibbe Contractors

A.B.Dean Res Const Engineer

	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Excavation Single Class (includes clearing)	3257.57	10500 cu yds	0.31	0.20	2100.00
Trench Excavation	431.53	550 cu yds	0.78	0.75	412.50
Truck Haul	2642.82	10500 yd mi	0.25	0.15	1575.00
Side Walk Removal	6.30	100 sq yds	0.063	0.06	6.00
Curb Removal	4.20	150 " "	0.03	0.05	7.50
8" Bell Drain Pipe	720.72	1800 li ft	0.40	0.35	630.00
Concrete Catch Inlets	1032.96	64 only	16.14	15.00	960.00
Brick Drainage Sumps	3161.18	645 li ft	4.90	8.00	5160.00
6" x 7" x 16" Curb	5095.89	12700 li ft	0.40	0.35	4445.00
Concrete Sidewalks	191.25	150 sq yds	1.27	1.34	201.00
Lower Course Shoulder	305.70	500 cu yds	0.61	0.85	425.00
	16850.12				15922.00

Total Cost	16850.12
Gross Earned	15922.00
Net Loss	928.12

Net loss equals 5.5% of total Cost

Remarks;

Work started on this job Jan. 2, 1935 and is now 17.2% complete. Curbs are completed with exception of repairing breakage by roller. Excavation is 50% complete.

Bad weather and small crew have caused overhead expense and traffic maintainance to excessive on all items.

Excavation and truck haul were bid too cheap, maximum cut approx. 2.7 Ft average about 1.2 ft, all dirt moved within R of W (or about 450 cu yds) is free haul. Average haul approx. 3/4 mile. Shallow cut, and heavy traffic cause low production and extra men for clean up work.

Cost of Brick Drainage Sumps was low due to experienced workment, good management, depth of hole per cover, good digging, low price for brick, and complete digging without shoring or bracing.

Curb work was efficiently handled but bid price was low.

E.H.Clymer

By Russ C.Miles

[illegible] Data to April 15, 1935
[illegible]ighway, Cl[illegible]n Street Foster Rd Sect[illegible]n, Concrete Paving
[illegible]ontract 1686, Prefix [illegible] PN
Kern & Kibbe Contractor
A.B.Dean Res Const Engineer

Labor					
Labor				6625.95	
Supervision				600.00	
State Ind Acc. Insurance				370.26	
Material					7596.21
Brick for Sumps used	104	M	@ 7.35½	765.00	
Steps	155	only	@ 0.15	23.25	
Man Hole Covers	26	"	@ 15.00	390.00	
Sand	210	cu yds	@ 1.20	252.00	
Gravel	245	" "	@ 1.20	294.00	
Cement	1990	sacks	@ 0.55	1094.50	
Curb Expansion Joints				14.50	
2½ x 2½ x 3/8" angle	1809	lbs	@ 0.038	68.74	
16" x 32" Inlet covers	64	only	@ 7.50	480.00	
8" Concrete Bell end	1960	li ft	@ 0.27½	539.00	
Expense					3920.99
Equipment Rental (actual paid or State rates)				1548.94	
Gas, oil and grease				342.43	
Truck Rentals				1862.71	
Move In				67.20	
Small Tools				142.18	
Repairs				149.91	
Lumber				264.23	
Misc Expense				129.40	
Bond 1% Gross Earned				159.22	
Liability & Property Dam				66.70	
Portland Office Expense (4mo. @ 150.00)				600.00	
					5332.92
Grand Total					16850.12

X

Cost of 645 lin ft Drainage Sumps

	Total Cost		Unit Cost
Labor Digging	884.61	645 li ft	1.37
Labor Bricking up	723.28	" " "	1.12
Brick	770.40	" " "	1.19
26 Covers	390.00	" " "	0.61
Service and Misc	78.15	" " "	0.12
Overhead, Bond etc	232.74	" " "	0.36
Traffic Control	82.00	" " "	0.13
Total Cost	3161.18		4.90

Cost Data to April 15, 1935
Cost [illegible] constructing 6" x 7" x 1[illegible] Concrete Curbs

82nd Ave Highway, Clinton Street Foster Rd. Section Contract 1686
Prefix 26 PN

	Total Cost	Quanxtity	Unit Cost
Excavate and fine grade	1056.77	12700 li ft	0.083
Set Forms	742.90	" " "	0.058
Mix and Pour	889.07	" " "	0.07
Material	1487.60	" " "	0.117
Service and Misc. Ex	291.90	" " "	0.023
Traffic Control	195.00	" " "	0.015
Supervision, Bond, & etc	432.65	" " "	0.034
Totals	5095.89		0.40

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 8, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the initial voucher on Oregon U. S. Public Works project No. NRM 199-F (1935), Clinton Street-Foster Road section of 82nd Avenue, in the City of Portland, in the amount of $8,144.50.

It will be necessary to hold this voucher in this office until we receive certified copies of contract and bond.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

1995

February 9, 1935

Mr. Frank Barnes, Secretary
Bricklayers Union No. 1 Oregon
P. O. Box 328
Portland, Oregon

Dear Sir:

In reply to your communication of February 4, regarding the widening of 82nd Avenue south of Clinton Street in Portland, which work is being done by the firm of Kern & Kibbe, contractors, this job is financed entirely by PWA funds.

The attached federal requirements applying to the employment of labor, subcontracting, use of domestic materials, etc., answers the last paragraph.

Very truly yours,

State Highway Engineer

RHB:HI

Bricklayers, Masons and Plasterers International Union
LOCAL No. 1 OF OREGON

MEETS EVERY FRIDAY, 8 P. M., AT 262 THIRD STREET
PHONE ATWATER 1414
P. O. BOX 328
PORTLAND, OREGON

BRICKLAYERS
STONE MASONS
TERRAZZO WORKERS
MARBLE MASONS

February 4th 1935.

Mr Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are writing you for some information relative to the widening of 82nd St, south of Clinton St in Portland Oregon, the work being done by the firm of Kern & Kibbe.

Would you kindly inform us if the job is a State of Oregon project, or is it financed by P.W.A. funds or is it a combination of both State & P.W.A.

Also would you inform us of the scale of wages being paid to all crafts working on this job.

Very truly yours,

Bricklayers Union # 1 Oregon,

By Frank Barnes Sec'y.

January 14, 1935

199F

Kern & Kibbe,
42 S. E. Salmon Street
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1686 which was awarded to you on December 17 for pavement construction on the Clinton Street-Foster Road Section of 82nd Avenue in Portland, Multnomah County.

This copy is sent to you for your records and files.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

MC

January 8, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Clinton Street-Foster Road Section, Project No. NRM 199-F (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRM 199-J

CLINTON STREET-FOSTER ROAD SECTION

OF 82ND STREET, PORTLAND, IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 29, 1934

20,000	cu. yds.	Excavation, Single Classification	$0.20	$ 4,000.00
800	" "	Trench Excavation	0.75	600.00
22,000	yd. mi.	Truck Haul	0.15	3,300.00
15,000	sq. yds.	Removal of Old Pavement	0.16	2,400.00
200	" "	" " Sidewalks	0.06	12.00
300	lin. ft.	" " Curbs	0.05	15.00
2,500	" "	8" Drain Tile	0.35	875.00
70	only	Concrete Catch Basin	15.00	1,050.00
700	lin. ft.	Brick Drainage Sumps	8.00	5,600.00
14,000	" "	Concrete Curb	0.35	4,900.00
250	sq. yds.	Concrete Sidewalks	1.34	335.00
70	" "	" Driveway Apron	1.75	122.50
37,500	" "	Portland Cement Concrete Pavement	1.52	57,000.00
3,800	lin. ft.	3/4" Expansion Joints	0.15	570.00
2,000	" "	½" " "	0.12	240.00
18,000	" "	Contraction "	0.02	360.00
20,000	only	Dowels	0.15	3,000.00
23,000	lbs.	Tie Bars and Reinforcement	0.05	1,150.00
1,400	lin. ft.	Wood Header Block	0.10	140.00
2,200	cu. yds.	Lower Course Cushion	0.85	1,870.00
1,000	" "	Top " "	0.85	850.00
1,300	" "	Lower " Shoulders	0.85	1,105.00
1,000	" "	Top " "	1.60	1,600.00
200	" "	3/4" - 0" Screenings	1.75	350.00
300	" "	Filler	0.40	120.00
600	yd. mi.	Hauling Filler	0.15	90.00
160	tons	Class "B" Asphaltic Concrete	5.00	800.00
1,000	sq. yds.	Surface Finish Coat	0.05	50.00
			Sub-total	$92,504.50
			10% Engr. & Cont.	9,250.45
			Total	$101,754.95

Length	1.408 miles
Cost per mile	$72,269.14

NRM Funds Requested- $101,754.95

State Funds for Construction: Chapter 175, laws 1917; Chapter 31, laws 1920; Chapter 88, laws 1931

State Funds for Maintenance: Chapter 41, laws 1927; Chapter 88, laws 1931

144F

January 2, 1935

Mr. Oscar Cutler
OFFICE

Dear Sir:

I am returning to you, herewith, five copies of the agreement with the City of Portland providing for the maintenance of the West ½ of S. E. 82nd Avenue from S. E. Clinton Street to Foster Road. These have been signed by the State Highway Commission but have not been signed by Mr. Devers.

I am retaining one copy of this agreement pending the writing up of the minutes.

Yours very truly,

1/26/3

Secretary

HBG:MC
encl.

December 18, 1934

199F

Kern & Kibbe
42 S. E. Salmon Street
Portland, Oregon

Dear Sirs

For use in connection with the Clinton Street-Foster Road Paving Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Old Post Office Building, Portland, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. E. Chandler
Mr. A. B. Dean

199F

December 17, 1934

Kern & Kibbe
42 Southeast Salmon St.,
Portland, Oregon

Gentlemen:

This letter is to confirm my wire to you of this date advising you that the State Highway Commission today awarded to you the contract for the 1.41 miles of paving on the Clinton Street-Foster Road Section of 82nd Avenue, at your bid price of $92,504.50 which you submitted to the Commission on December 6, 1934.

This letter also confirms the authority granted you in my wire to commence your construction operations immediately.

The contract forms covering this project are now being prepared and will be sent to you shortly for execution.

Yours very truly,

HBG:MC

Secretary

cc - S. H. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 11, 1934

ACTION

Mr. R. H. Baldock
StateHighway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon U.S.Public Works highway project NRM 199-F (1935), Clinton Street-Foster Road section of 82nd Avenue, 1.41 miles of paving, to Kern & Kibbe, Portland, Oregon, who submitted the low bid of $92,504.50.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Tom

1927

FPA

November 28, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed copies of letters and revised special provision sheets concerning the following projects:

Clinton Street-Foster Road Section, Project No. NRH 199-F (1935)

Letter and special provision page number 34 concerning the premoulded joint filler to be used in expansion joints.

Roseburg Section, Project Nos. NRH 78-C (1935) and NRH 78-D (1935)

Letter concerning the place and time of receiving bids.

Bolon Island Section, Project No. NRH 140-C (1935).

Letter concerning the time and place of receiving bids.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 20, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S.Public Works highway project NRM 199-F (1935), the Clinton Street-Foster Road section of 82nd Avenue in Portland, have to day been recommended for approval. This is your authority for advertising.

We should have copies of the usual resolution by the city of Portland, at your early convenience.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Fon

November 16, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Clinton Street-Foster Road Section of 82nd Avenue in the City of Portland. Project No NRM 199F (1935)

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRM 199-F

CLINTON STREET-FOSTER ROAD SECTION

OF 82nd STREET, PORTLAND IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, November 16, 1934

20,000	cu. yds.	Excavation, Single Classification	$ 0.25	$ 5,000.00
800	" "	Trench Excavation	1.00	800.00
22,000	yd. mi.	Truck Haul	0.15	3,300.00
15,000	sq. yds.	Removal of Old Pavement	0.30	4,500.00
200	" "	Removal of Sidewalks	0.30	60.00
300	lin. ft.	Removal of Curbs	0.10	30.00
2,500	" "	8" Drain Tile	0.60	1,500.00
70	only	Concrete Catch Basin	15.00	1,050.00
700	lin. ft.	Brick Drainage Sumps	7.00	4,900.00
14,000	" "	Concrete Curb	0.50	7,000.00
250	sq. yds.	Concrete Sidewalk	1.40	1,350.00
70	" "	Concrete Driveway Apron	1.60	112.00
37,500	" "	Portland Cement Concrete Pavement	1.80	67,500.00
3,800	lin. ft.	3/4" Expansion Joints	0.20	760.00
2,000	" "	1/2" " "	0.15	300.00
18,000	" "	Contraction Joints	0.04	720.00
20,000	only	Dowels	0.20	4,000.00
23,000	lbs.	Tie Bars and Reinforcement	0.05	1,150.00
1,400	lin. ft.	Wood Header Blocks	0.10	140.00
2,200	cu. yds.	Lower Course Cushion	1.00	2,200.00
1,000	" "	Top Course Cushion	1.00	1,000.00
1,300	" "	Lower Course Shoulders	1.50	1,950.00
1,000	" "	Top Course Shoulders	1.75	1,750.00
200	" "	3/4" - 0" Screenings	2.00	400.00
300	" "	Filler	0.50	150.00
600	yd. mi.	Hauling Filler	0.20	120.00
160	Ton	Class "B" Asphaltic Concrete	6.00	960.00
1,000	sq. yds.	Surface Finish Coat	0.05	50.00
		Sub-total		111,752.00
		10% Engr. & Cont.		11,175.20
		Total		$122,927.20

Length	1.40 miles
Cost per mile	$ 87,806.25

NRM Funds Requested.. $122,927.20

CONTRACT#1687,

SEE:

CONTRACT#1573,

CONTRACT#1687,

NRS 213-F,G Trehorn-Buxton, Surfacing 1934

1687

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRS 213-F (1935)
Trehorn-Cummings Hill Sec.
Nehalem Highway

213-X

NOV 24 1936
OREGON

November 23, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jor

Oregon U. S. Public Works Highway
Project, No. NRS 213, Section F (1935)

Hwp. 24850

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on February 25, 1935 by the Oregon State Highway Commission, and on April 22, 1935 by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section F of U. S. Public Works Highway Project No. NRS 213, (1935); and

WHEREAS, the said State Highway Department has requested approval of a revision of the plans, specifications and estimate approved for said Section F to provide for an increase in the quantity of surfacing materials as found necessary during the progress of construction, and by reason thereof has requested that the estimate of cost approved for said Section F be increased from $28,073.10 to $32,803.10, and that the Federal funds approved and set aside to the credit of said Section F be increased from $28,073.10 to $31,420.93:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section F be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of thirty-one thousand, four hundred twenty and 93/100 dollars ($31,420.93) as the share of the United States payable under said act on account of said Section F, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

To Clause (a) of Article I shall be added to read:

> "(a) By the State from Chapter 248, Laws of 1931."

Clause (b) of Art. III shall hereby be eliminated
Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section F shall not in any event exceed the sum of thirty-one thousand, four hundred twenty and 93/100 dollars ($31,420.93), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-two thousand, eight hundred three and 10/100 dollars($32,803.10), the approved total estimated cost of said Section F.".

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 15th day of September, 1936, and the Secretary of Agriculture on the 12th day of Nov., 1936.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
~~Chairman,~~ State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F. Touvelle
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Oregon U. S. Public Works Highway
Project No. NRS 213-F (1935)

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as U.S.Public Works Highway (1935) Project No. NRS 213-F / State of **Oregon.**

SECOND. That in accordance with said provisions I have approved the sum of $ 32,803.10 in lieu of the $28,073.10 approved by Cert. of April 22, 1935 as the total estimated cost of said project, and the sum of $ 31,420.93/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 12th day of Nov. one thousand nine hundred and thirty-six

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4829

September 16, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Treharne-Cummings Hill Section, Project No. NRS 213-F (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

2139-7

November 12, 1935.

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
Box 3900
Portland, Oregon.

Dear Sir:

Under date of December 22, 1934, we agreed to widen the two bridges on U. S. Public Highway Projects NRS 213-C and F (1935) within one year after completing the surfacing contracts.

One of these bridges is a steel truss with pile approaches across the Nehalem River between Vernonia and Pittsburg.

We find on investigation that it is not practical to widen this structure, and that the only way in which we could fulfill our agreement would be to replace the structure. This is a secondary highway, and we do not feel that traffic at this time justifies the replacement of this structure. The probable future traffic on this section is so tied up with the development of the Wolf Creek Highway that we feel that much more intelligent consideration could be given were the project deferred for a few years.

The present bridge is strictly adequate to carry the present traffic, the only objection to it being the narrow roadway.

The second bridge covered by this agreement is a timber trestle between Vernonia and Buxton. This bridge is mentioned in your letter of December 21, 1934 as having only a sixteen foot roadway width. We find, however, that the roadway width is eighteen feet. The timber superstructure shows some decay but is adequate to carry travel for another two years. There is considerable loss in widening a timber bridge, and the work could much more economically be done at the time when we must redeck the entire structure.

We would ask therefore that we be allowed to defer work on this timber structure for two years.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc G. S. Paxson

GSP:AP

21 : 7 : 7

GO

#1687

August 9, 1935

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1687 for the construction of the Trehorn-Buxton Section of the Nehalem Secondary Highway in Washington and Columbia Counties has been completed by the contractors, Edlefsen-Weygandt Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 19, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $60,601.17 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—2-35

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

JUL 15 1935

2137 g

For Week Ending July 13, 1935 , 193

Section	Trehorn - Buxton	*Kind of work*	Resurfacing
Highway	Nehalem	*Section prefix*	134 PD
Contractor	Edlefsen - Weygandt Co	*Contract number*	1687
Date of contract	Dec. 20th, 1934 , 193	*Date of completion*	Aug. 15, 1935 , 193
Date work started	Feb. 2nd, 1935 , 193	*Estimated date of completion*	May 29, 1935 , 193
Amount of contract	$ 38,153.50	*Per cent of time elapsed*	85 %

Estimated cost of completed project, exclusive of engineering $ 42,673.52

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2500.00 , 6.55 % *Date project was completed* May 29, 1935 , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final Estimate Completed and being expressed to Salem

J. E. Waterhouse, computor, who has been working up the final notes is now open to transfer to wherever needed.

JUL 15 1935

Signed C C Hall

Address Vernonia, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	NTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREGON

June 27, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Ore. U.S.P.W. Proj. No. NRS 213-G (1935), Cummings Hill-Buxton Sec., Nehalem Hwy., Washington County, was made by a representative of this office on June 25, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

Tion

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREGON

June 27, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Ore. U.S.P.W. Proj. No. NRS 213-F (1935), Trehorn-Cummings Hill Sec., Nehalem Highway, was made by a representative of this office on June 25, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

June 26, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of revised estimate for the Treborn-Cummings Hill Section, Project No. NRS 213-F (1935), which estimate takes into consideration an increase in the amount of surfacing materials to be placed on the project. Three copies of a letter agreement covering the increased quantities are likewise enclosed.

These papers are being submitted for similar reasons to those given in our letter of this date concerning Project No. NRS 213-E (1935).

Five blueprint copies of sheet number two of the plans are being sent under separate cover, which sheet has been corrected to show the revised surfacing section.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 213-B (1935)

PITTSBURG-VERNONIA SECTION OF THE
NEHALEM HIGHWAY IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 18, 1935

300	cu. yds.	Excavation, Single Classification	$ 0.75	$ 225.00
1.9	miles	Roadbed Finishing	300.00	570.00
4,700	cu. yds.	Crushed Rock Surfacing	2.05	9,635.00
200	cu. yds.	Filler	0.50	100.00
200	yd. mi.	Hauling Filler	0.25	50.00
200	M-Gal.	Sprinkling	1.50	300.00
1,750	cu. yds.	Mineral Aggregate in Place	2.40	4,200.00
140	tons	No. 3 Road Oil in Place	30.00	4,200.00
			Sub-total	$ 19,280.00
			10% Engr. & Cont.	1,928.00
			Total	$ 21,208.00

Length 1.862 miles

Cost per mile $11,389.90

NRS Funds Requested- -	$ 17,825.50
State Funds- -	3,382.50
	$ 21,208.00

State Funds for Constr: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 248, Laws 1931
State Funds for Maint: Chap. 41, Laws 1927; Chap. 248, Laws 1931.

PR 213-F

Hwy. 24850

Form P. R. 2

State Oregon

U.S.Public Works Hwy. Project No. NRS 213-F (1936)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Iron

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25 th day of Febr, 1935

by and between the Oregon State Highway Commission

constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.);

Whereas the Highway Department of said State submitted on the 17th day of October, 1933, a project statement, which was approved by the Secretary on the 16th day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section F of said project which were recommended for approval by the United States District Engineer on the 5th day of December, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty eight thousand, seventy three and 10/100 dollars ($28,073.10) as the share of the United States payable under said act on account of Section F of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from funds approved under act of June 18, 1934.**
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 45+68.0, a point in the NW 1/4 of Sec. 18, T 4 N, R 4 W, and survey station 398+00.1, a point in the SE 1/4 of Sec. 8, T 3 N, R 4 W, and the north end of Section C of said project (excepting therefrom bridges between stations 246+46.5 and 247+09.3, stations 286+73.7 and 287+12.7, and stations 324+40.9 and 324+69.0).**

, length **6.640** miles, in **Columbia & Washington** Coun**ties** being Section **F** of **Oregon U.S.Pub.Wks. Hwy.** project No. **NRS 213/(1935)**, consisting of **6.640** miles of roadway and **no** bridges of more than 20 feet clear span, **known locally as the Trehorn-Cummings Hill Section of the Nehalem Highway.**

ROADS
MAR 1 1935
PORTLAND, ORE.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of twenty eight thousand, seventy three and 10/100 dollars ($28,073.10), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ ~~exceed the authorized Federal pro rata share of~~

~~dollars~~ is xxx the approved total estimated cost of Section F of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing funds and probable amount annually available)

Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 22d day of April, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting *Chief, Bureau of Public Roads*

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S.Pub.Wks.Hwy.** Project No. **NRS 213-F (1935)** State of **Oregon.**

Second. That in accordance with said provisions I have approved the sum of $ **28,073.10** as the total estimated cost of said project, and the sum of $ **28,073.10** as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ **is** said total estimated cost.

Done at the city of Washington, this 22d day of April one thousand nine hundred and thirty-five

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4830

1. PR 213-G

H/pr 24851

Form P. R. 2

State Oregon

U.S.Pub.Wks. Hwy. Project No. NRS 213-G (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Jim

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 25th day of Feb, 1935

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.):

Whereas the Highway Department of said State submitted on the 17th day of October, 1933, a project statement, which was approved by the Secretary on the 16th day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section G of said project which were recommended for approval by the United States District Engineer on the 5th day of December, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, five hundred forty and 75/100 dollars ($10,540.75) as the share of the United States payable under said act on account of Section G of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under act approved June 13, 1934. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 50+00 at the south end of Section C of said project, in the SE 1/4 of Sec. 20, T. 3 N., R 4 W., and survey station 647+60 in the NW 1/4 of Sec. 4, T 2 N., R 4 W., W.M., near Buxton.

, length 2.511 miles, in Washington County, being Section C of Oregon U.S.Pub.Wks.Hwy. project No. NRS 213/(1936), consisting of 2.511 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible] known locally as the Cummings Hill-Buxton Section of the Nehalem Highway.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of **ten thousand, five hundred forty and 75/100** dollars ($**10,540.75**), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~is~~ ~~%~~, the approved total estimated cost of Section 6 of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing
Chap. 41, Laws of 1927 and Chap. 248 Laws of 1931.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 22d day of April, 1935.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads

5

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub.Wks.Hwy. Project No. NRS 213 -G (1935) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 10,540.75 as the total estimated cost of said project, and the sum of $ 10,540.75 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ p~~[illegible]~~ is said total estimated cost.

Done at the city of Washington, this 22d day of April one thousand nine hundred and thirty five

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4639

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

March 20, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of March 16 requesting copies of revised sheet 28 and additional sheet 29 of the special provisions for Oregon USPW projects NRS 213-F and G (1935). This letter was in error in that we should have requested sufficient copies of these sheets to be inserted in each copy of the special provisions for each project.

Will you, therefore, please send us seven additional copies of each of sheets 28 and 29 to complete our files and those of our Washington and Regional Offices.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

213 F

January 29, 1935

Edlefsen-Weygandt Company
Columbia Boulevard & N. Calvert Ave.
Portland, Oregon

Gentlemen:

We are sending to you today, under separate cover, one fully executed copy of State Highway Contract No. 1687 which was awarded to you on December 20, 1934, for resurfacing on the Trehorn-Buxton Section of the Nehalem Secondary Highway in Washington & Columbia Counties.

This copy is sent to you for your files.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

January 5, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Cummings Hill-Buxton Section, Project No. NRS 213-G (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 213-G (1935)

CUMMINGS HILL-BUXTON SECTION

OF THE NEHALEM HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 2, 1935

700	cu. yds.	Excavation, Single Classification	$ 0.30	$ 210.00
100	cu. yds.	Trench Excavation	0.75	75.00
2.5	miles	Roadbed Finishing	150.00	375.00
50	lin. ft.	12" Corr. Iron Pipe	1.30	65.00
130	lin. ft.	18" Concrete Pipe	2.00	260.00
10	lin. ft.	18" Corr. Iron Pipe	2.00	20.00
30	lin. ft.	Salvaging Culvert Pipe	1.00	30.00
3,700	cu. yds.	Crushed Rock Surfacing	2.15	7,955.00
350	cu. yds.	Filler	0.40	140.00
350	yd. mi.	Hauling Filler	0.15	52.50
200	M-Gal.	Sprinkling	2.00	400.00
		Sub-total		$ 9,582.50
		10% Engr. & Cont.		958.25
		Total		$ 10,540.75

Length 2.511 miles
Cost per mile $ 4,197.83

NRS Funds Requested- $ 10,540.75

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

January 5, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Trehorn-Cummings Hill Section, Project No. NRS 213-F (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 213-F (1935)

TREHARNE-CUMMINGS HILL SECTION

OF THE NEHALEM HIGHWAY IN COLUMBIA AND WASHINGTON COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 2, 1935

800	cu. yds.	Excavation, Single Classification	$ 0.30	$ 240.00
150	cu. yds.	Trench Excavation	0.70	105.00
6.6	miles	Roadbed Finishing	150.00	990.00
110	lin. ft.	18" Concrete Pipe	2.00	220.00
20	lin. ft.	18" Corr. Iron Pipe	2.00	40.00
80	lin. ft.	24" Corr. Iron Pipe	3.00	240.00
60	lin. ft.	30" Corr. Iron Pipe	4.10	246.00
20	lin. ft.	48" Concrete Pipe	11.00	220.00
170	lin. ft.	Salvaging Culvert Pipe	1.00	170.00
10,000	cu. yds.	Crushed Rock Surfacing	2.15	21,500.00
1,000	cu. yds.	Filler	0.40	400.00
1,000	yd. mi.	Hauling Filler	0.15	150.00
500	M-Gal.	Sprinkling	2.00	1,000.00
		Sub-total		$ 25,521.00
		10% Engr. & Cont.		2,552.10
		Total		$ 28,073.10

Length of Roadwork 6.640 miles
Cost per mile $ 4,227.87

NRS Funds Requested- -$ 28,073.10

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920, Chap. 248, laws 1931
State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

213F

December 24, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In your letter of December 21st, and our reply of December 22nd, relating to the widening of narrow bridges on the Trehorn-Buxton Section of the Nehalem Secondary Highway,Projects involved were referred to as Projects NRS 213-E and F,1935. The correct numbers for these projects are 213-G and F, 1935. Our letter of December 22nd should be corrected accordingly.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

CHAIRMAN, PORTLAND
WASHBURNE, EUGENE
ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

December 22, 1934

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

B

Dear Sir:

Responding to your communication of December 21, regarding U. S. Public Works highway projects WRS 213-E and F (1935), Nehalem Highway, this is to advise that within one year subsequent to the completion of the surfacing contract we will arrange to widen these bridges either by contract or with our own forces to a minimum of 20'.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. C. B. McCullough
Mr. S. H. Probert

December 21, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

B.

Reference is made to Oregon U.S. Public Works highway projects NRS 213-E and F (1935), Nehalem Highway, for which bids were opened December 20, 1934.

In view of the fact that there are two existing bridges on these projects, Stations 347 and 615, which have only 16' roadway widths, and therefore construction of 20' surfacing introduces an additional hazard, it is our understanding that these bridges will be reconstructed within a year after the surfacing contract is completed, and we are herewith requesting confirmation of this verbal understanding by letter.

Very truly yours,

W. H. LYNCH
District Engineer

213-F

December 22, 1934

Edlefsen-Weygandt Company
Columbia Blvd. & N. Calvert Avenue
Portland, Oregon

Gentlemen:

For use in connection with the Trehorn-Buxton project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Old Post Office Building, Portland, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc W. E. Chandler
F. D. Eason

213 F

December 31, 1934

Edlefsen-Weygandt Co.
Columbia Boulevard & North
Calvert Avenue
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on December 26 for the construction of the Trehorn-Buxton Section of the Nehalem Secondary Highway in Columbia and Washington Counties, and has awarded to you the contract for such work at your bid price of $38,153.50.

Please consider this letter as your authority and our request to commence immediate construction of this project.

Contract forms will be sent you shortly for execution.

Very truly yours,

Secretary

AJ

x

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

December 20, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S. Public Works highway project NRS 213-F (1935), Trehorn-Cummings Hill section of Nehalem Highway, to Edlefsen-Weygandt, Portland Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 20, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S. Public Works highway project NRS 213-G (1935), the Cummings Hill-Buxton section of the Nehalem Highway, to Edlefsen-Weygandt, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

December 3, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Cummings Hill-Buxton Section, Project No. NRS 213-G (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 213-G (1935)

CUMMINGS HILL-BUXTON SECTION

OF THE NEHALEM HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 3, 1934

700	cu. yds.	Excavation, Single Classification	$ 0.50	$ 350.00
100	cu. yds.	Trench Excavation	1.00	100.00
2.5	miles	Roadbed Finishing	200.00	500.00
50	lin. ft.	12" Corr. Iron Pipe	1.25	62.50
130	lin. ft.	18" Concrete Pipe	2.50	325.00
10	lin. ft.	18" Corr. Iron Pipe	2.50	25.00
30	lin. ft.	Salvaging Culvert Pipe	0.50	15.00
3,700	cu. yds.	Crushed Rock Surfacing	2.00	7,400.00
350	cu. yds.	Filler	0.50	175.00
350	yd. mi.	Hauling Filler	0.20	70.00
200	M-Gal.	Sprinkling	1.50	300.00

Sub-total	$ 9,322.50
10% Engr. & Cont.	932.25
Total	$ 10,254.75

Length	2.511 miles
Cost per mile	$ 4,083.95

NRS Funds Requested...$ 10,254.75

December 3, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Trehorn-Cummings Hill Section, Project No. NRS 213-F (1935).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. NRS 213-F (1935)

TREHARNE-CUMMINGS HILL SECTION

OF THE NEHALEM HIGHWAY IN COLUMBIA AND WASHINGTON COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, December 3, 1934

800	cu. yds.	Excavation, Single Classification	$ 0.50	$ 400.00
150	cu. yds.	Trench Excavation	1.00	150.00
6.6	miles	Roadbed Finishing	200.00	1,320.00
110	lin. ft.	18" Concrete Pipe	2.50	275.00
20	lin. ft.	18" Corr. Iron Pipe	2.50	50.00
80	lin. ft.	24" Corr. Iron Pipe	3.50	280.00
60	lin. ft.	30" Corr. Iron Pipe	4.50	270.00
20	lin. ft.	48" Concrete Pipe	8.00	160.00
170	lin. ft.	Salvaging Culvert Pipe	0.50	85.00
10,000	cu. yds.	Crushed Rock Surfacing	2.00	20,000.00
1,000	cu. yds.	Filler	0.50	500.00
1,000	yd. mi.	Hauling Filler	0.20	200.00
500	M-Gal.	Sprinkling	1.50	750.00
		Sub-total		$ 24,440.00
		10% Engr. & Cont.		2,444.00
		Total		$ 26,884.00

Length of Roadwork 6.640 miles

Cost per mile $ 4,048.79

NRS Funds Requested...$ 26,884.00

CONTRACT#1688,

SEE:

CONTRACT#1504,

1

1688 SEE: Contract 1504

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract number

Index:

INDEXING: Begins with: Contract #1635 Ends with: Contract #1688, SEE: CONTRACT # 1504,

FLASH CARDS: Begins [redacted] every contract

Remarks: Contract #1635 continued from Reel #18

Reel No. 19 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film MD 5 16mm

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 26 day of March, 1980 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

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Signature Scott G. Rhoden